

Item A: Agency Director's Report

Agency Overview

01. The 2023 Legislative Session will be completed by the time the Board meeting is held. Director Warren will provide an end of session overview at the meeting.
02. The Registration Program has made significant progress processing a backlog of titles. The team's commitment to improving processes and working together enabled them to process months of backlog over a short period of time.

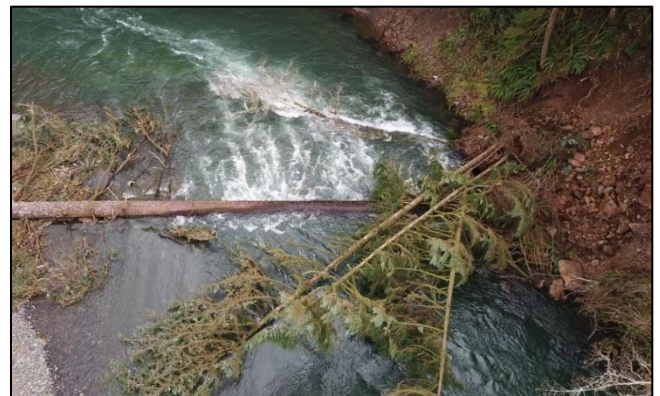
Administration

01. Director Warren continues to focus on ensuring the agency meets the Governor's expectations she established for all agencies. The agency meets 11 of the 12 expectations. The expectation not being met is to complete all hiring processes within 50 days. The agency is currently averaging 52 days to complete a hiring process. While this puts OSMB ahead of most agencies, Director Warren and the managers will continue to refine hiring practices to meet this expectation.
02. In May, Director Warren was able to attend a staff focused drift boat training. Many OSMB staff need to utilize boats to do their job. Previously, those staff members joined Law Enforcement training to learn boat operations. Staff focused training made better use of staff, law enforcement and training staff's time.
03. Oregon State Sheriff's Association (OSAA) invited Director Warren to speak at their annual conference held in May. A key theme during the portion Director Warren attended was staff turnover rates. Given the information being shared, OSMB can expect to have a higher demand for training over the next decade.

Boating Safety Program

Waterway Program

01. Agency staff are working with Lincoln County Sheriff Office and a contractor to mitigate multiple trees that fell across the Siletz River just below Moonshine Park. This is a complete river blockage that presents an extraordinary hazard to navigation. This area is boated by fishing guides, recreational fisherman, and paddlers. Snow accumulation and cold temperatures this past winter significantly increased the number of boating obstructions on many coastal rivers due to trees uprooting and decrease in bank stabilization.



02. The Klamath County Sheriff's Office took delivery of a new 22' center console T-Top patrol boat in May. This boat is powered by a 250-horsepower outboard and has a 25-horsepower auxiliary outboard. Officer safety and ergonomics include suspension seat, multifunction display electronics, wireless headsets radio communication systems, digital electronic gauges, and davit with winch for placing buoys. The new patrol boat replaces a 2005 Proline fiberglass center console and two 1997 Safe Boat walk through windshields. The Marine Board contributed \$107,787 in funds towards the total purchase cost of \$131,187. The remaining \$23,400 was funded from the liquidation of the boats being replaced.



03. The Marion County Sheriff's Office took delivery of a new 22' center console T-Top patrol boat in May. This boat is powered by a V-8 inboard jet and a 25-horsepower auxiliary outboard. Additional officer safety and ergonomics include suspension seat, multifunction display electronics, wireless headsets radio communication systems, and digital electronic gauges including fuel burn rate data. The new patrol boat replaces a 1998 Custom Weld walk through windshield inboard jet. The Marine Board contributed \$94,427 in funds towards the total purchase cost of \$119,427. The remaining \$25,000 was funded from the liquidation of the boat being replaced.



Outfitter Guide Program

01. The agency currently has 1,379 actively registered Outfitter Guides. Of these, 132 are brand new registrations. There are currently 42 pending registrations waiting for documents, and 7 in the queue to be worked on. There are currently 68 actively registered Charter boats, and 5 optional Charters.
02. The month of May is when renewals for non-boating guides with a June expiration annually begins. Non-boating guides are offered a June expiration date for their one-year guide registration. This is because non-boating guides are not issued any boat decals connected to a boat registration December expiration. There are currently 97 guides in this category, which helps offset the annual backlog of fishing guide renewals.
03. Agency staff attended the Tyler Connect conference in May held in Texas. The conference was hosted by our agency Boat Oregon Administration and Transaction System (BOATS) system software developer, Tyler Tech, and included classes on current components of our system and the opportunity to view options and upgrades available to the agency.

Western State Boating Administrators Association

01. The Western States Boating Administrators Association (WSBAA) annual conference was held in Lake Tahoe during May. The conference brings together 18 states and territories to share best practices in boating education, law enforcement, waterway management, and to promote collaboration on discussing existing and proposed regulations, advancements in boating technology, safety requirements, interstate cooperation, and mutual concerns.
02. Agency staff presented on Oregon's challenges in recreational boating safety, innovation, and successes over the past year.
03. Agency staff also provided WSBAA conference attendees with a presentation on how our agency has leveraged technology to improve boating safety. This included a detailed overview of the electronic boat examination report system which is a milestone in our marine law enforcement program innovations and success.
04. The agency will be hosting the 2024 WSBAA annual conference in Astoria, Oregon during National Safe Boating Week. As the host state, our agency will provide a comprehensive overview of recreational boating in Oregon, safety education and outreach programs, marine law enforcement training, and other components of the agency. Oregon is a national leader in marine law enforcement training, education, and safety outreach efforts.

Law Enforcement Program

01. The Boating Safety Program held the annual Marine Law Enforcement Preseason Conference in conjunction with the Marine Law Enforcement Academy in Madras. There was a record attendance of 138 people representing 34 agencies. Presentations included overview of incident and fatality trends, compliance data for motorized and nonmotorized, leveraging technology for boating safety, and a guest speaker from the Department of Justice. Following the business meeting, conference attendees had the option of an on-water event held on Lake Billy Chinook to observe marine law enforcement training.



02. Agency staff completed the annual 9-day Marine Law Enforcement Academy held in Madras during the weeks of April 24th through May 5th. This year, 40 students successfully completed the marine academy which is nearly double the number of students from years past. This increase in students led to as many as 42 boats on Lake Billy Chinook at any given time, 12 different scenario stations, and 96 people on the water on Friday, May 5th. During the marine academy, students and instructors utilized new technology to make

boater contacts by using apps such as Survey 123 and Field Maps. Despite some logistical challenges with the large attendance, this year was nothing shy of a success.

03. During the 2023 Marine Law Enforcement Academy and 2023 Pre-Season conference, LE partners were introduced to Survey 123 and Field Maps as the primary (and only) source to now make boater contacts. With the help of multiple agency program staff, we have successfully found a way in which LE can now use Field Maps as a search engine. LE can type in OR registration numbers, first and last name or citation control number to search if a boater has been contacted by LE across the state. Field Maps can geo-tag the marine deputies' location, and offer detailed information, laws, or special rules about the water body they are patrolling on. After making a boater contact, the information entered in both Survey 123 and Field Maps is stored and captured onto an "e BER dashboard" in which LE and OSMB staff can look at daily, monthly, or yearly boater contacts, contact locations, search for safety trends and common violations. This technology was well embraced by LE and we continue to make constant updates to the apps to ensure LE is patrolling as efficiently and effectively as possible, while promoting the message of boating safety.
04. The 2023 Drift Boat Operations Course "The Drift", is set to kick off Monday, June 12th and run through Friday, June 19th in Medford. There are 20 students registered, from 13 different agencies. This year, water levels are exceptionally high so were anticipating that each attendee would be rowing upwards to 20 miles a day on the Rogue River. This training is critical for agencies who patrol on non-motorized craft on moving water and covers self-rescuing techniques, rope rescue techniques and drift boat operation techniques.
05. The 2023 Jet Boat Operations Course is scheduled from Monday, July 17th through Friday, July 21st in Gold Beach. Like the larger attendance trend of this year's training events, we anticipate a full course of upwards of 20 students.

Education & Outreach Program

01. Agency staff attended the annual Education & Outreach (E&O) Committee Meeting and the International Boating & Water Safety Summit (IBWSS). During the E&O Committee meeting, members continued the work on four charges below. IBWSS is a gathering of boating professionals sharing their knowledge and expertise on water safety, boating and water education and management of waterways, and information on important issues that are current or upcoming. IBWSS also enhances opportunities by providing information to attendees allowing them to enhance their own program goals and objectives.
02. Agency boating safety staff are continuing to represent Oregon on the Recreational Boating Safety (RBS) Instructor Credentialing project. This project is developing an RBS Instructor Credentialing Program to ensure a consistent approach and delivery of Boating Education Programs and designed to meet the specific needs of the member agencies and partners for the delivery of Boating Education. The committee members have completed writing test questions and the instructional modules. The next step will be to present the program to NASBLA's Executive Board for approval to go forth with announcing the program to boating professionals.
03. Agency boating safety staff are continuing to represent Oregon on the national Boating Education Toolkit project. This project entails creating a boating education toolkit including webinars, reference materials, support, and training to any boating education group, individual, states, law enforcement, etc. This includes facilitating the Boating Education Advisory Panel (BEAP), state boating safety education coordinators, for continued collaboration among each state. The BEAP group works with NASBLA staff to update and

make access to the Boating Education Toolkit Quick Guide and other relevant documents easily accessible on the NASBLA website. The group has completed the Quick Guide and is now adding a product listing for others to see products used for events, schools, fairs, etc. This is a resource that will be used in updating kid event activities and materials to reduce barriers for basic boating education tools.

04. Agency boating safety staff continue to represent Oregon on the national Education Policy Sections project. This project entails providing education course approval training to state reviewers. Evaluate the current process in which the boating education assessment questions are weighted to ensure they are aligned with the US Coast Guard Incident (Accident) Reports. When necessary, advise on course submissions to determine compliance with NASBLA interactive course requirements. The project is completed and NASBLA will be managing the project.
05. Agency boating safety staff continue to represent Oregon on the Enhanced Recreational Boating Certificate (ERBC). This project entails establishing an enhanced boating certificate that would encourage boaters to take existing knowledge and hands-on skill-based boating education courses. Establish guidelines for issuing an Enhanced Recreational Boating Certificate (ERBC) based on completion of an existing NASBLA Approved Knowledge Course and an existing Verified On-Water Skills-based course. The committee members worked with NASBLA staff to draft a comprehensive process for boaters to obtain an ERBC. There are four private vendors that will pilot the program. The next step will be to present the program to NASBLA's Executive Board for approval to go forth with how NASBLA will administer the ERBC program and set the cost of issuing an ERBC to boaters.
06. Agency boating safety staff participated at the Hagg Lake Fishing Tournament and Media Event. Local news stations interviewed agency staff and law enforcement partners to promote boating and water safety. Staff provided life jacket fitting and handed out life jackets to those in need.



Boating Incidents & Fatalities

01. Oregon has had 6 reported recreational boating fatalities through May, which is 2 more than the total number for the same period in 2022. The oldest victim was 70 and the youngest was 38 years of age; and five men and one woman. All 6 victims were not

wearing a life jacket. A total of 4 victims drowned and 2 died of carbon monoxide poisoning.

02. Through May of 2023, there has been a total of fifteen reported incidents, in which four were fatal. Of the four fatal incidents, 1 was a motorized cabin cruiser, 1 was a sailboat under sail, and 2 were small rafts. Two of the fatal incidents were double fatalities.

Business Services Program

Budget and Finance

01. As we move towards the end of biennium agency revenue has achieved 87% of its budgeted target in Other Funds and 66% in Federal Funds. The agency won't be able to look at the full picture of AY23 revenues until close of month 13 which is scheduled for August 11, 2023. OSMB will update the board with a future financial report after that time which will include FY23 fuel tax revenue, final drawdowns from federal sources and final revenue figures of its other revenue sources.
02. Thus far the agency has spent 72% of its allocated expenditures in Other Funds and 61% in Federal Funds for the 2021-23 biennium. Program managers are still busy expending their AY23 budgets and will continue to do so until the end of the calendar year, December 31, 2023. Many of the agency Law Enforcement contracts and grant agreements will continue to be closed out and paid during this time.

GIS and Planning Coordinator

01. Reviewed and provided comments to PGE on their Clackamas River Recreation Resources Management Plan 2022 Annual Report. The annual report is filed with FERC as part of their licensing requirements. The report provides recreation measures planned for implementation. This includes boating recreation events, interpretive and education strategies, and boating facility improvements.
02. Reviewed and provided comments to the DLCD Coastal Management program on the development of their Model Coastal Shoreland Public Access Comprehensive Plan Policies and in the development of the Coastal Planners Public Access Handbook. The Comprehensive Plan Policies and Planners Handbook guides how local governments should include coastal public access language in their comprehensive plans.
03. Reviewed and provided comments as part of a multi-agency workgroup drafting an Oregon Recreation Data Standard regarding the development and maintenance of GIS recreation data. This will improve the ability of state agencies to collaborate and share GIS data between state agencies and federal partners.
04. Added 35 boating access sites to our public boating maps that were previously not represented on our maps.
05. Motors Restricted Map - Making improvements and updating data in the GIS databases to facilitate a way to develop a more accurate and detailed map that promotes locations where motors are restricted to electric motors only or areas where only non-motorized boating is prohibited.
06. Boating Access Closures and Restrictions - Working to improve the method for providing closures and impacts to boating facilities on our public boating maps. Creating a new database and process for updating, reporting, and retaining closure information.

- 07. Working with Boating Facilities to develop a GIS database to provide a map for the Statewide Six Year Boating Facilities Plan.

Business Services Communications

Date	Title
6/08/23	Marine Law Enforcement Annual Drift Boat Training Set for Rogue River
5/23/23	Boating on Oregon's Waterways – Pay Attention, Be Prepared
5/10/23	Hot Temperatures, Cold Water, Life Jackets
4/27/23	Marine Board Informed on Programs, Discuss Improvements
4/24/23	Marine Law Enforcement Academy Training on Lake Billy Chinook
4/13/23	Marine Board Meeting April 26 in Salem
4/12/23	Joint Release - Willamette Water Trail's New River Mile Signage

Media Monitoring

- 01. The agency's *Your News* media monitoring service captured agency media stories via traditional radio, television and print using Boolean search terms for relevant results.
- 02. The following analytics include March through June 2, 2023. Total story count = 138. Total audience reached = 1,418,576 (statewide). Total calculated ad value = \$32,620. Publicity value = \$97,848.
- 03. Stories included topics included recreational boating fatality and incidents for 2022, cold water and dressing for water temperatures, boating facility grants, boater intentionally running over sea lions near Hayden Island, new Willamette River Mile signage, boating safety education courses and life jacket loaner stations.



Media Outreach

- 01. Business Services entered another purchase order with Univision and the bilingual (English/Spanish) life jacket wear campaign.

The campaign will run from July 1 through the first week of September, like 2022. The campaign will include :30 and :60 second public service announcements on the importance of wearing a life jacket whenever people are in and around the water. The :60 second segment includes narration by Dr. David Cardona, a highly respected member of the Spanish-speaking community.



Additionally, the campaign includes a digital ad on Univision and KUNP's social media sites and website.

Univision is also able to target and amplify bilingual messaging to the BIPOC community, which has a growing market share and demographic.

- 02. Business Services also procured KBZY radio advertising which includes 50 radio ads and two in-studio interviews (live and rebroadcast on KBZY.com) about boating and water safety. The ads will be disbursed in July and August.
- 03. Business Services also procured a Travel Oregon Sponsored Story, to be shared via Travel Oregon's newsletter and [website](#) in July. Much of the content is "evergreen"

(doesn't change) and will be in the outdoor recreation section under "Things to Do," and "Trip Ideas" for a year. Will also have digital footprint through Travel Oregon's social media.

- 04. Planning ahead for June, the PIO will be working jointly with the Department of Emergency Management and Oregon Parks and Recreation on Search and Rescue messaging (SAR), social media and a coordinated news release in both English and Spanish. The PIO will also participate in a public-facing FEMA webinar on June 15 with the Department of Emergency Management, discussing planning and preparation to have the best experience outdoors.



Additionally, Oregon Parks and Recreation plan on highlighting their life jacket loaner stations in partnership with our agency in June. We will issue a joint news release with a link to our [life jacket loaner station map](#). We are also coordinating messaging, visual tiles and amplification on social media.



- 05. Capitol Community Media (formerly CCTV) in Salem, requested an on-camera interview for a boating and water safety segment. Taping will occur in July and will highlight how to play it safe in and around the water, focusing on nearby waterways to Salem. This is an excellent opportunity to explain the Marine Board's mission and educating the public around water safety.
- 06. Our digital Boating Safety Media Kit was distributed to the media on May 17, which led to several media interviews and numerous local stories in print and broadcast media statewide.
- 07. The agency partnered with ODFW around content for the Waterway Access Permit exemption for Free Fishing, Crabbing and Clamming Weekend, June 3rd and 4th. On June 1, the ODFW Monthly Messenger was distributed to 801,468 boating and angling subscribers. A section of the messenger included a call to action (COA) about where to purchase the Waterway Access Permit and where the revenue goes with a direct link to the Waterway Access FAQ page.



Go Paddle

Waterway Access Permits are not required during Free Fishing Weekend which makes it the right time to go get on the water. Don't forget to bring a rod along and take full advantage of the weekend. There are wonderful wildlife areas all over the state that you can explore while paddling. Consider just buying your permit now so you're ready for the rest of summer. Permit proceeds benefit boating facilities and support public access to waterways.

[Discover Permits & What They Fund](#)

Direct Email Communication

1. The [Opportunities and Access Report](#) (OAR) continues to receive subscriptions daily. As of June 2, the list contained 1,922 subscribers with an open rate of 60.84% and click rate of 4.67%.
2. The digital [Boating Safety Media Kit](#) was sent to all statewide radio, print and broadcast media with the ask of using the talking points and statistics for any boating or water-safety related stories.



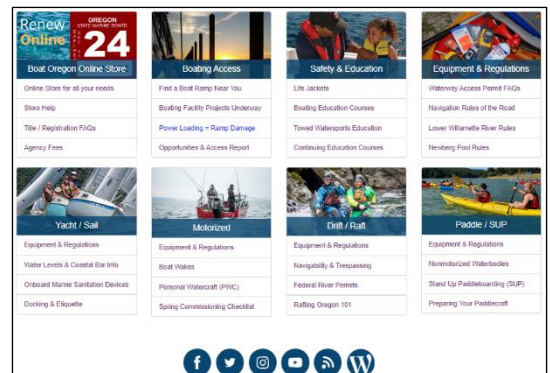
The media kit was also shared with our agency partners.

Our [Take Care Out There River Recreation Media Kit](#) collaboration with Travel Oregon and Willamette Valley Visitor's Association continues to be shared by regional direct marketing organizations (DMOs). Boating safety information around administrative and equipment requirements is now consistent on DMO landing pages for water recreation safety.



Website Reorganization

1. Website back-end reorganization is now complete, and the new home page went live on April 28, 2023. Early analytics show more traffic on the home page and less traffic from the top navigation to sub-site home pages, which was one of the goals of the reorganization.
2. The next phase of reorganization includes refining the contents for the sub-site home pages.
3. As part of the reorganization process, the website will be tested using SiteImprove to identify any broken links, untagged images, mobile optimizations, and readability for federal WCAG (Web Content Accessibility Guidelines) 2.0 requirements.



Oregon State Marine Board

Operation Results for the 2021-23 Biennium

As of June 30, 2023*
Dollars in Thousands



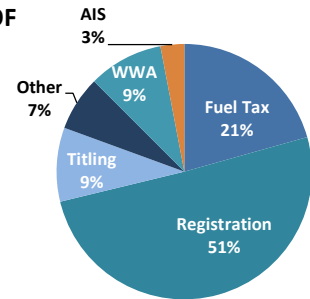
Other Funds

Revenue	Budget	Actuals	% of	Projected
	2021-23	6/30/2023	Budget	2021-23
Fuel Tax	\$ 8,580	\$ 5,448	63%	\$10,486
Registration	14,383	13,373	93%	14,240
Titling	3,006	2,469	82%	2,863
Waterway Access	2,030	2,502	123%	2,671
Aquatic Invasive Species	909	794	87%	791
Guides & Outfitters	656	727	111%	656
Mandatory Education	277	405	146%	277
Towed Watersports	11	37	332%	11
Floating Homes	47	57	121%	47
Other - Charters, Penalty, Interest, Misc.	374	608	163%	374
Total	30,273	26,419	87%	32,415

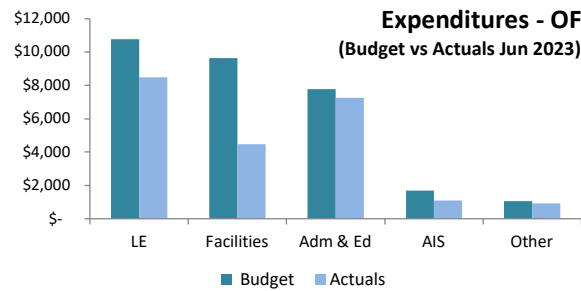
Expenditures	Budget	Actuals	% of	Projected
	2021-23	6/30/2023	Budget	2021-23
Law Enforcement	\$ 10,770	\$ 8,477	79%	\$10,770
Facilities	9,625	4,476	47%	9,625
Administration & Education	7,776	7,251	93%	7,776
Aquatic Invasive Species	1,701	1,089	64%	1,701
Guides & Outfitters	840	749	89%	840
Towed Watersports	50	9	17%	50
Abandoned Derelict Vessels	150	153	102%	150
Total	30,912	22,205	72%	30,912

Surplus (Deficit) in the Period	Budget	Actuals	Projected
	\$ (639)	\$ 4,214	\$ 1,503

Sources of Revenue - OF (Actuals Jun 2023)



Expenditures - OF (Budget vs Actuals Jun 2023)



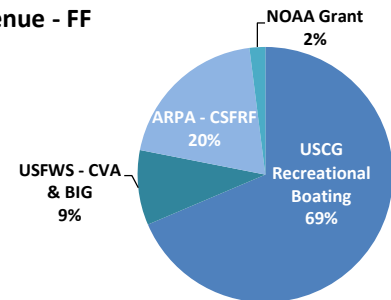
Federal Funds

Revenue	Budget	Actuals	% of	Projected
USCG Recreational Boating	\$ 4,428	\$ 3,441	78%	\$ 4,428
USFWS - CVA & BIG	2,070	477	23%	2,070
ARPA - CSFRF	1,000	1,000	100%	1,000
US Bureau of Reclamation	63	-	0%	-
NOAA Grant	100	100	100%	100
Total	7,660	5,019	66%	7,597

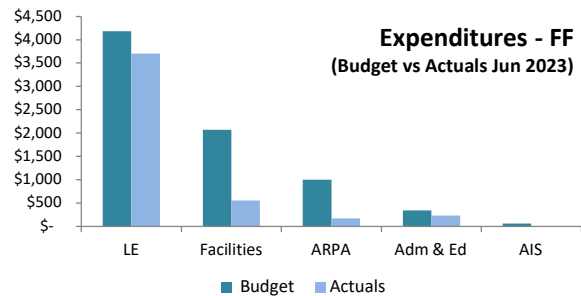
Expenditures	Budget	Actuals	% of	Projected
Law Enforcement	\$ 4,183	\$ 3,703	89%	\$ 4,183
Facilities	2,070	549	27%	\$ 2,070
ARPA - CSFRF	1,000	173	17%	\$ 1,000
Administration & Education	344	231	67%	\$ 344
Aquatic Invasive Species	63	-	0%	-
Total	7,660	4,656	61%	7,597

Deficit in the Period	Budget	Actuals	Projected
	\$ -	\$ 362	\$ -

Sources of Revenue - FF (Actuals Jun 2023)



Expenditures - FF (Budget vs Actuals Jun 2023)



Cash Balance

Beginning Cash Balance	\$ 5,512	\$ 12,122	\$12,122
Total Surplus (Deficit) in the Period	(639)	4,576	1,503
Transfers and Other Adjustments	337	(342)	-
Ending Balance	\$ 5,211	\$ 16,356	\$13,625

* Since month-end closing is scheduled on 07/14/23, June's figures are preliminary.

Boating Facilities Program

01. On May 18 Facilities Program staff and Christy Cornish, Business Services Manager attended the Legislative Commission on Indian Services “Spring Celebration of the Nine Tribes in Oregon”. This annual event provides opportunities for the different Tribal Nations to share information about themselves, their culture and history. Many had information about first foods, traditional practices, language and Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians trailered one of their large journey canoes to the event.



02. Facilities staff want to thank Brian Paulsen, Boating Safety Manager, Eddie Persichetti, Law Enforcement Training Coordinator and Marine Patrol instructors from Clackamas and Multnomah Counties, Oregon State Patrol and Lake Oswego Fire for providing on-the-water training to Facilities staff on drift boats, cataracts, and rafts. This hands-on training improves boat operation safety for Facilities staff completing bathymetric surveys. It is also a valuable skill refresher resource for staff and provides an opportunity to gain knowledge on different boat operation.



03. The Statewide Boating Access Improvement Plan “Six-Year Plan” information collection has started. Information will be received through a variety of methods including a survey on our webpage available in English and Spanish, Facilities staff participation at events, a tent outside of stores, and through numerous site visits. We will be collecting Information through October and hope to have a draft plan available in early 2024. This document provides guidance for grant priorities, local government planning and general conditions of boating access in Oregon.



04. Staff provided comments to Oregon Department of Justice (DOJ) on FEMA’s National Flood Insurance Program (NFIP) implementation plan to integrate Endangered Species Act. DOJ compiled comments from several agencies into a state response. The majority of Oregon’s public boating access sites are in special flood hazard areas and future improvements will be impacted by NFIP changes.

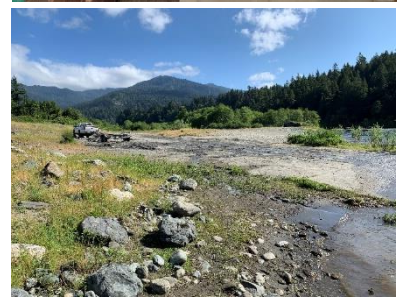
05. Non-grant boating access site updates:

- a. On April 17, follow up discussion with Lane County Parks and City of Eugene after site visit to discuss Hileman and Whitely Landings located on the Willamette River. The discussion was focused on types of boating use currently taking place, feasibility for various access improvements and possibility the sites might be transferred to the City.
- b. The Klamath Dam Removal project is moving forward with the drawdown initiated in March. Removal is anticipated in 2024. Staff met with KRRC, ODFW, BLM and outfitter and guides on April 24 about the two recreational boating sites (Moonshine Falls and Pioneer West) that will be created and improved when the J.C. Boyle dam is removed. KRRC’s consultant estimated the cost of improvements at \$2.0 million. Facilities staff provided contacts for other potential state agency grant programs.

c. U.S. Forest Service (USFS) temporarily closed Tahkenitch Day Use boat ramp located on Tahkenitch Lake for safety reasons due to a large hole several inches deep, in the midpoint of the ramp. USFS received a call from a user who fell into the hole while attempting to trailer his boat. Staff met onsite with USFS and probed the area which was several feet long and several inches deep. The majority of the damage was within one lane of the two-lane boat ramp. We provided suggestions to restrict use of the damaged lane by installing concrete barriers down the centerline of the ramp to reopen one lane. USFS completed that work and is working with different parties to lower the water and make ramp repairs in dry conditions.



d. Staff met with numerous USFS Interdisciplinary Team members at Foster Bar on the Rogue River. USFS would like to replace their scat machine, boat ramp, expand raft tie-up space, improve parking and access road and reduce stormwater runoff. The scat machine is their highest priority. To replace the scat machine, modify the enclosure structure and expand the staging area, the very preliminary estimate is \$300,000. In comparison to installing a dump station the estimate is \$25,000. Staff questioned the decision to replace with another scat machine because the equipment is only manufactured by one party and long-term business stability and responsiveness is a concern. The scat machine uses one to two gallons of water per wash cycle. Staff work to minimize water use when a site utilizes a well and a storage tank. Currently, the scat machine would not qualify for Clean Vessel Act grant funding because use of the scat machine is not principally by motorized boaters.



e. The Bureau of Land Management (BLM) contacted staff about North Spit boating access on Coos Bay. The BLM thinks the piling may have shifted because the docks no longer fit the piling. Staff met with the BLM and noticed items of concern such as severely corroded piling and lifted boat ramp plank (see photo). While onsite for an hour we were approached by two boaters asking about the docks. We discussed piling and boat ramp replacement as well as dock concerns. The BLM has limited resources and to assist we offered to survey the existing water improvements to help the BLM make informed decisions.




f. Staff completed tours of Willamette River facilities with members of the Willamette Valley Tourism Studio. The information will be incorporated into the Statewide Boating Access Improvement Plan "Six-Year Plan". Numerous positive comments were received about the process and time spent with the participants at the different access sites.



06. Updates on approved 2021-23 grants:

a. Howard Prairie Marina was dedicated June 9. Director Warren and Janine Belleque attended the event. Numerous parties have been working on this project since 2013. Thanks to partners like Jackson County, Bureau of Reclamation, Oregon Department of




Fish and Wildlife, U.S. Fish and Wildlife Service and the Yacht Club this \$5.0 million project was possible. Photos of the event will be shared at the Board Meeting.




- b. Tualatin Riverkeepers (TRK) project report was provided to the Board. TRK completed Equitable Access Community Forums, developed videos focused on equitable access and overviews of specific access sites, completed 19 paddling trips that reached 234 youth and adults through a variety of community organizations, shared safe boating knowledge and expertise including life jacket safety(why, fit and type), paddling safety tips, proper boarding techniques, how to paddle in a group, importance of pre-paddle preparation, how to hold a paddle and proper paddling motion.
- c. Hewitt Park vault toilet project in combination with the County installing new life jacket loaner stations, park office and maintenance shed was dedicated June 13. Janine Belleque and Stuart Jantze attended the event. Photos of the event will be shared at the Board Meeting.








2021-23 Grant and Project Construction Status		
1672	Westport: Clatsop County, construction, replacement of ramp, boarding docks. Add vault toilet, short term tie-up, kayak launch, asphalt parking	Final reimbursement completed. Reference April and July 2022 Board Report for photos.
1674	Amacher Park: Douglas County, replace parking, add nonmotorized ready area at ramp	This project is completed. There are seven parking stencils and one four-foot section that have delaminated. The County is going to monitor the remaining striping and stencils and have correction actions taken next summer or early fall prior to cold and wet weather events.
		
1675	Boardman Marina: Boardman Parks and Recreation District, consultant services	Consultant has completed the biological assessment and will be submitting permits soon.
1676	Morgan Lake: City of LaGrande, install vault toilet, develop educational messaging.	The project is completed, and final reimbursement made.
		

1677	Cook Park: City of Tigard, consultant services	Archaeological work completed and consultant is preparing to submit permits.
1678	Buena Vista: Polk County, replace ramp, parking, add vault toilet, boarding docks and kayak launch	The Contractor has mobilized onsite and has started work.
1679	Scappoose Bay Marina: Port of Columbia County consultant services	Consultant has submitted permit applications.
1680	Eastside and Empire Boat Ramps: City of Coos Bay, replace boarding docks	The docks are installed. Waiting for final reimbursement request.
		
1681	Sandy Beach: OPRD, repair short term tie-up dock and debris boom	Repairs are completed and waiting for final reimbursement to be submitted.
1682	Wyeth: US Forest Service, replace ramp, repair road and parking area	Final reimbursement has been processed.
		
1683	Tualatin River Equitable Public Access campaign: Tualatin Riverkeepers	Final report has been received and final reimbursement is processed.
		
1684	Butteville Landing: Marion County, install piling, gangway and nonmotorized boat dock system	Project is withdrawn to resolve LUBA appeal.
1686	Howard Buford Recreational Area: Lane County, consultant services	Consultant has completed design concepts, permit application and archaeological report. Final reimbursement request is pending.

1687	Luckiamute State Park: OPRD, consultant services	Consultant under contract. Staff have reviewed concepts and provided comments to OPRD.
1688	Baker Park: City of Grants Pass, overlay existing asphalt parking area	Project is complete and final reimbursement completed.
		
1691	Hood River Marina: Port of Hood River, replace boarding docks	The dock installation is completed the Port has some sidewalk and abutment work to complete.
		
1696	Upper Regional Rogue Park: Jackson County, Archaeologic and Hydro Survey and reports, wetland delineation.	Project is complete and final reimbursement made.
1697	Howard Prairie Resort: Jackson County, replace and relocate marina, short term tie-up docks and gangways	Marina dedication June 9. Final reimbursement pending.
		
1699	Hewitt Park, Low Water Ramp: Baker County, add vault toilet	The project is completed and the dedication is scheduled for June 13. Final reimbursement pending.
1701	Depoe Bay Harbor: City of Depoe Bay, replace boarding docks	The docks are installed and final reimbursement is pending.

		
1703	Cedar oak: City of West Linn, parking improvements	The paving has been completed. Striping and bollard installation is pending.
1704	McKay, Miller's Landing Columbia Parks: Bend Park and Recreation District. Nonmotorized access site feasibility study	Project is completed and final reimbursement made.
1705	Pickett Park: Douglas County, vault toilet and parking improvement	The toilet is installed and pavement work is pending mid-June.
		
1706	Tenmile County Park: Coos County, curbing, sidewalks and curb cut improvements	The contractor has formed and poured portions of the sidewalk, curb cuts and curbing. Work is on schedule to be completed.
		
1707	Willamette Riverkeepers: River Discovery Paddle Program	WRK has submitted an interim report previously provided to the Board. Final report and reimbursement pending.
1708	Maupin Park: City of Maupin, consultant services	The consultant has completed the bathymetric survey and is working on concepts.
1709	Lower Columbia Estuary Partnership: paddle access on Columbia and Willamette Rivers	LCEP has submitted their final report and reimbursement is complete.

1710	Yellowjacket Lake: Oregon Dept. of Fish and Wildlife, nonmotorized dock, accessible routes and parking.	A contractor is hired and materials fabrication is underway.
1712	Boones Ferry Ramp: Clackamas County, replace boarding docks	Dock installation is completed and final reimbursement is pending.
		
1713	Adventures Without Limits: Paddle access project and site videos	AWL submitted an interim report previously provided to the Board. Final report and reimbursement pending.
1714	Lakeshore access: City of Estacada, consultant services	The consultant has finalized design and engineering. Final reimbursement is pending.
1715	Columbia Slough Watershed Council: Equitable access to the outdoors program	CSWC submitted an interim report previously provided to the Board. Final report and reimbursement pending.
 		
P-39	McCuddy's Marina: McMarine, LLC, replace pumpout and dump station	Equipment installed and operational. Final reimbursement pending.
2021-23 Small Grants Project Construction Status		
2122-01	Port of Toledo: Airport Ramp, repair boarding docks and crack seal, restripe parking area	Project completed; final reimbursement processed. Reference April 7, 2022, Board Report for photos
2122-02	Port of The Dalles: Port restroom, replace sewer line between restroom and city collection line	Project completed; final reimbursement processed.
2122-03	Nehalem Bay State Park: OPRD. Re-roof flush restroom nearest the ramp	Project complete. Final reimbursement processed. Reference April 7, 2022, Board Report for photos
2122-04	One Source Serenity, Veterans Healing on the Water. Opportunity for veterans to experience nonmotorized boating on	Project completed and final reimbursement completed.

	Diamond Lake, North Umpqua River and Winchester Bay.	
		
2122-05	Coyote Creek: ODFW, Archaeological survey and report for nonmotorized boating access future improvements.	The archaeological work was completed. Final reimbursement pending.
2122-06	Detroit Lake Marina: Replacement of sewer line from pumpout to holding tank damaged in fire September 2020.	Project completed. Final reimbursement issued. The Marina sent a video of the pumpout working instead of photos.
2122-07	Port of Garibaldi: replace transportation trailer used for floating restroom in Tillamook Bay.	Fabricator selected. Trailer to be completed fall 2022.
2122-08	Pacifica: A Garden in the Siskiyou. Provide kayaks, paddles, life jackets and an equipment trailer for outdoor school and youth camp participants to experience nonmotorized boating on Heron Pond.	Project complete and final reimbursement completed.
		
		
2122-09	Campbell Park: Benton County, replace vault toilet	Project completed. Final reimbursement completed.
	Before: 	After: 
2122-10	Salmonberry Park: Benton County, replace vault toilet.	Project completed. Final reimbursement completed.

Before:



After:



2122-11	Empire Boat Ramp: City of Coos Bay, replace wale boards, repair welds, and pile hoops	Project completed, and final reimbursement completed.
2122-12	Chinook Landing: Metro, replace flush restroom sewer pumps	Project complete and waiting for final reimbursement.
2122-13	Columbia View Docks: City of St. Helens, install security cameras	Installation completed and final reimbursement completed. Here is the link to the live view cameras. .Courthouse Docks City of St Helens Oregon
2223-01	Port of Cascade Locks: replace pumpout and dump station.	Equipment ordered and being installed.
2223-02	Clackamas County: Barton Park crack seal and stripe	Project completed and final reimbursement completed.
2223-03	Hood River Outrigger Canoe Club: Huli drills in swimming pool	Project completed and final reimbursement pending
2223-04	City of Reedsport: Bumble Bee and Rainbow Plaza overflow parking area grade and gravel parking area	Project completed and final reimbursement pending
2223-05	Team River Runner: Purchase automated defibrillator, kayak trailer and training	Training completed and equipment purchases in process.
2223-06	Wylde Wind & Water: Viento y Agua summer camps equipment purchases	Equipment purchases in process
2223-07	Fortaleza Altravez Barreras: Latinx Paddle trip and boating safety training	Project in process
2223-08	Klamath County: Bare Island floating restroom guideline cable purchase	Material purchase in process
2223-09	Oregon Dept. of Fish & Wildlife: Taylor Lake access road grading and gravel and vehicle control blocks	Project in process
2223-10	Helensview School: equipment purchases to expand outdoor education	Equipment purchases in process
2223-11	Metro: Chinook Landing roadway repair	Project in process
2223-12	Douglas County: Cooper Creek, Ben Irving, Scottsburg and Scott Creek parking area crack sealing and striping.	Project in process

Environmental and Policy Program

Abandoned and Derelict Vessel Program

01. ADV Summary for the '21/'23 biennium:

- 73 individual boats removed (19 were sunk)

- \$424,305 spent (including OSMB funds, NOAA federal funds, and ARPA federal funds)
 - 1,826 length feet total
 - Average boat length: 25'
 - Average boat age: 50 years (build year of 1973)
02. In January 2023 OSMB staff began providing technical support to Metro for a temporary boat turn-in program. Owners of boats located within the Metro Service District submit online applications for either "Express" turn-in where they transport the boat to a disposal site or "Hardship" turn-in where staff coordinate towing. To date, 40 applications have been received and 12 boats have been destroyed. Staff is collecting data on the number of ineligible applications, number of Express vs. Hardship applications, boat characteristics, challenges and barriers, and feedback from applicants. The program is scheduled to continue through October 2023 or until the dedicated Metro funding of \$350,000 runs out.
 03. The Oregon Department of Administrative Services, with technical assistance from agencies including OSMB, DEQ, and DSL, has been crafting a contract template and Request for Proposals to establish a statewide list of approved vessel salvage contractors. Successful bidders will be vetted prior to signing a Master Services Agreement (MSA) with DAS, and then state agencies and participating local government entities can issue Purchase Orders based on the pricing and requirements in the MSA. OSMB staff are hopeful that utilization of this process will allow more efficient removal of vessels.

Aquatic Invasive Species Prevention Program

01. In 2023, there have been 3,041 boats inspected: 2,963 of them were clean with 70 boats being contaminated with various AIS (a mix of vegetation, snails and marine fouling species). Eight zebra/quagga mussel boats have been intercepted entering the state and were decontaminated. The hiring process for staffing the inspection stations has again been challenging for ODFW, but all check stations are scheduled to be open by June 12th. A new "roving" inspection crew has been created and will travel the state and attend boating events and spend time at busy boat ramps during the weekends.
02. Staff continue to coordinate with the Center for Lakes and Reservoirs (a Portland State University Program) to fund additional state-wide waterbody monitoring for AIS of concern, with zebra and quagga mussels being the priority species. This partner organization is currently purchasing equipment and preparing for their summer water sampling efforts.
03. For the 2023 calendar year, staff member Glenn Dolphin is filling the role of Chairperson for the Oregon Invasive Species Council (OISC). Recently, the OISC approved an update to the state 20-year-old Aquatic Nuisance Species Management Plan. The next step is to submit the plan to the Federal Aquatic Nuisance Species Task Force for final approval and continued allocation of funding to the Center for Lakes and Reservoirs to implement certain aspects of the plan.

Clean Marina Program

01. Staff have been scheduling summer re-certification site visits for the twenty facilities that are due for three-year evaluations. An additional eight marinas will receive a spot check and two others will receive a restocked emergency oil spill kit during the summer.
02. A marina tour is being planned meeting in Newport during the afternoon work session on June 27th. The different elements of the Program will be highlighted during the tour.

Engagement Updates

01. The Engagement Coordinator (EC) has continued to develop our network of key relationships. Recently, this has led to an improvement in perceived presence for the OSMB in the whitewater boating community, as well as others. The EC attended another multi-day swift water training class that was sponsored by the Oregon Whitewater Association (OWA). Connections were made at this event that helped identify needs within that community and opportunities to expand this amazing ethic and mode of water safety training into other boating communities. The EC is also now scheduled to speak at an OWA meeting in November.
02. The Upper Clackamas Whitewater Festival provided an opportunity to interface with whitewater paddlers as well as others in attendance. The EC was able to help with safety and event logistics as a general skilled volunteer, develop new relationships, and deepen existing ones. This event is a key nexus for the whitewater paddling community and has branching connections to other areas of paddling. Conversations at this event showed that several recent Waterway Access Grants awarded by our grants and facilities program have helped to improve perception of the Waterway Access Program within this community.
03. The Portland Milk Carton Boat Race takes place on June 25th. Our involvement with this event has been greatly appreciated and has helped to attract additional stakeholders to participate. This event has the potential to grow into an ongoing opportunity for children and adults to learn about safe boating. The EC attended a boat building workshop at the Sellwood Community House for this event.
04. Over a dozen agency staff participated in a river clean-up event on the agency's adopted stretch of the Willamette River in Salem. Staff endured rainy conditions to remove over 20 bags of garbage from the river's edge and adjacent areas.

Registration Program

Team Updates

01. Our new hires Stephanie, Sam and Renee continue to make great progress. In addition to becoming more adept at their tasks, they do a great job of matching the positivity and energy of our current staff to create a great place to work.
02. Temporary Data Entry Operator Ashley is coming to the end of her time with us on 6/30/23. Having a third data entry operator has been a key part of our strategy to complete our backlog and improve service levels for our customers.

Processing Times

01. Processing times for transactions vary as to the type of transaction as shown below.
02. Any requests by phone or email to expedite a title are completed within 48 hours.

Transaction Type	Online	By Mail or at the agency Drop Box	Boat Registration Agent
Registration Renewal	Same or next business day	Same day as the date received	Same day as the date received
Titles (transfer, new)	9 weeks	8 weeks	9 weeks
Floating Homes	Current		

03. Over the last few weeks, we have seen major improvements in our title processing times. Two main factors contributed to this success: Having an additional employee (Ashley) and

excellent participation in optional overtime we offered. As we reach our busiest time of the year, we plan to bring on another temporary employee to replace Ashley. This will help us avoid building up another backlog of transactions like we did in 2022. Once more efficiency improvements have been completed, further temporary help will likely not be needed.

Current Efficiency Projects

01. Contracted with the creator of our data entry macro that ceased functioning with Microsoft's updates to our web browser. Once functioning again, we will gain back some efficiency with data entry into BOATS. We are almost in the testing phase for this project. **Update:** This project has stalled, and we may need to take another direction with our BOATS vendor to accomplish this goal.
02. Working with our vendor regarding an add-on to our current phone system that can handle and route emails using keywords and a queuing function, similar to that of voice calls. At this time it appears this will be cost-prohibitive. **Update:** No further assistance has been given to us by our vendor and I consider this project dead, and I am looking at other solutions.

Future Efficiency Projects

01. P&D has been an excellent partner with us for scanning our documents. I will be working closely with them soon to develop a process for them to take over our printing duties as well. This will free up significant time for our data entry operators to do more data entry instead of spending a portion of their day printing and mailing titles and registrations. The more data entry they can do, the less our title specialists must do their own data entry which will speed up the approval process significantly. **Update:** We have provided test decals and data for P&D to use in preparing to take over this task.

Tyler Tech Connect23

01. Melinda Harrison, Cyndi Bolduc and I attended Tyler Tech's yearly conference in May. This was a great experience where we met many of the Tyler Tech employees, including the developers for the software platform on which BOATS is based. We were able to attend multiple classroom sessions to learn more about key areas of our software as well as ask questions regarding our specific use cases. The employees were all very helpful and friendly and good partners to work with. They were interested in our feedback and took several suggestions back with them to explore.
02. From a process improvement standpoint, we learned about a future option to use an Amazon Web Services (AWS) program called Textract that uses artificial intelligence along with optical character recognition to extract data from source documents and load this directly into BOATS, eliminating the need for data entry. Our current data entry employees would need to proof these entries, but this would be much quicker than entering all the data. This, along with P&D scanning and printing, will make the goal of providing customers with their titles and registrations prior to their temporary permits expiring much more achievable.

Items Printed	Nov 1, 2018 to Dec 31, 2019	Nov 1, 2019 to Dec 31, 2020	Nov 1, 2020 to Dec 31, 2021	Nov 1, 2021 to Oct 31, 2022	Nov 1, 2022 to Oct 31, 2023
Boat Titles (initial, transfer)	26,048	30,560	27,827	23,015	12,321
Replacement Boat Titles	474	499	565	488	225
OR Title Transfer Late Fee	1,847	1,967	2,325	826	762
Replacement Reg Card Only	407	320	313	249	20
Repl Reg Card & Decals	2,176	2,271	2,041	1,432	436
Livery Registrations	284	153	410	365	45
Dealer Registrations	65	66	66	35	50
Floating Property Titles	283	151	226	390	205

Includes an estimated 6100 titles to account for the pending online applications to be posted.

Boat Registrations by Expiration Year (Active, in Renewal or Pending; excludes Commercial Use)					
	12/31/2021	12/31/2022	12/31/2023	12/31/2024	TOTAL
	18,305	28,322	66,824	46,671	160,122

Completed Transactions by Month	Titles	Repl Titles	Late Fee	Repl Reg Card	Repl Reg & Decals	Livery Reg	Dealer Reg	FP Titles
Nov-22	1,474	31	105	0	26	8	4	35
Dec-22	1,384	38	70	1	20	36	12	34
Jan-23	1,565	38	89	8	38	0	11	23
Feb-23	1,400	41	74	7	43	1	8	25
Mar-23	1,995	12	125	11	67	0	8	43
Apr-23	1,784	27	155	16	84	0	1	16
May-23	2,283	46	144	26	142	0	4	24
Jun-23								
Jul-23								
Aug-23								
Sep-23								
Oct-23								
Totals Nov-22 to Oct-23	11,885	233	762	69	420	45	48	200

Item B: Clean Marina Program Updates

01. The Board will hear a presentation from Environmental Programs Coordinator Glenn Dolphin on the current state of the agency's Clean Marina Program.

Item C: Mandatory Boating Safety Education and Boating Safety Education Card Updates

01. The first mandatory boating safety education rules (Procedures for Implementing Mandatory Boating Safety Education Program, Oregon Administrative Rule Chapter 250 Division 18) were adopted in October of 2000 to implement House Bill 2977 enacted by the Oregon Legislature in the 1999 session.

This legislation directed the Marine Board to set a minimum standard of boating safety education in accordance with NASBLA standards, create a boating safety education course and associated examination, and create an equivalency examination.

The legislation also established a 10-horsepower motor rating as the trigger for the education requirement and set age-based thresholds for operation. An exemption was created for renters of motorboats over 10 horsepower who complete a dockside safety checklist (now called a Watercraft Rental Safety Checklist) prior to operating the boat.

The Marine Board was directed to phase in the program over a period of 10 years, with the youngest and highest-risk boaters being subject to the new requirements first.

02. In 2019, HB 2078, HB 2079, and HB 2080 legislation revised the mandatory boating education statutes to include a requirement that the court shall order the Marine Board to suspend the boating safety education card of a person convicted of reckless boating or boating under the influence of intoxicants. The maximum allowable fee for the boating safety education card was raised from \$10 to \$20. Rulemaking was necessary to implement these changes as well as non-substantive updates to wording for consistency with statute.
03. In spring 2023, staff reviewed the Division 18 rules again and identified opportunities for simplification of language, removal of statute duplication, and clarification of meaning. The proposed revisions are included with this agenda item and may be reviewed in their entirety in the pages immediately following this summary.

Staff has also identified a few areas where substantive or especially notable revisions are necessary to support boating safety, and those proposals are emphasized below:

- a. **250-018-0010**
Definitions

ORS 830.092 provides that a person 16 years of age or older may operate a boat with a motor greater than 10 horsepower without a Boating Safety Education Card if that person is under the *Direct Supervision* of another person 16 years of age or older who has a Boating Safety Education Card.

Questions have arisen over the years as to whether a person who is under the influence of intoxicants could provide Direct Supervision. The proposed rule amendments clarify that a person is only eligible to provide Direct Supervision if they could lawfully operate the boat themselves at the time:

(5) "Direct Supervision" occurs when a person **in possession of a Boating Safety Education Card issued to that person** maintains close visual and

verbal contact with, provides adequate direction to, and can immediately **and lawfully** assume control of a motorboat from the operator of a motorboat.

b. **250-018-0040**
Replacement Boating Safety Education Card

Under the current rules, a person's Boating Safety Education Card can only be replaced if lost, stolen, or destroyed, or if the information printed on the card is not correct. Customers with multiple boats who would like to keep a copy of the card on each boat are prohibited from obtaining extra copies. The proposed amendments remove restrictions on the circumstances under which a Boating Safety Education Card holder may apply for a replacement for duplicate card and would allow a card holder to purchase multiple copies of the card.

c. **250-018-0060**
Watercraft Rental Safety Checklist

The proposed amendments clarify that:

- A. The Watercraft Rental Safety Checklist must be signed by the boat operator and the livery operator;
- B. The boat operator's portion of the checklist must be carried on the boat;
- C. The livery operator's portion of the checklist must be retained with the boat rental records that are required to be retained under ORS 830.415; and
- D. The Watercraft Rental Safety Checklist is only valid in lieu of a Boating Safety Education Card for the duration of the associated boat rental as indicated on a rental agreement.

d. **250-018-0080**
Exemptions

The proposed amendments remove language exempting boaters from carrying a Boating Safety Education Card while participating in a competitive event or practicing for such event. The Mandatory Boating Safety Education statutes do not authorize this exemption, and it is in the interest of safety to remove the exemption from agency rules.

04. Staff has also proposed revisions to internal processes related to the mandatory boating safety education program which do not necessitate a rule change but constitute a deviation significant enough to warrant mention:

Currently, the Oregon Boating Education Card includes a unique card number, the cardholder's date of birth, cardholder's hair color, cardholder's eye color, cardholder's gender, and issue date. Examples of situations in which a person's hair color, eye color, or gender expression could change were discussed, and options for revising the card to account for these changes were examined. Staff evaluated the benefit and utility of including these characteristics on the card at all, and ultimately determined the most rational option is to leave them off the card entirely.

05. Staff is requesting that the Board approve the proposed revisions and provide input on any other changes the Board would like to add.

With input and approval from the Board, staff intends to file a Notice of Proposed Rulemaking to solicit public comment on draft amendments and move forward with the internal process changes described.

Chapter 250

Division 18

PROCEDURES FOR IMPLEMENTING MANDATORY BOATING SAFETY EDUCATION PROGRAMS

250-018-0010

Definitions

As used in this Division the following definitions apply:

(1) "Approved Course Provider" is any individual or organization who instructs or provides a National Association of State Boating Law Administrators (NASBLA) approved ~~boating safety~~ classroom course, ~~e~~Equivalency ~~e~~Exam, or ~~i~~Internet ~~e~~Course and ~~wh~~e has been approved by the Oregon State Marine Board.

(2) "Boating Safety Education Card" is the card required by ORS 830.086 and 830.094. This card, issued by the Marine Board, certifies that the person named on the card has passed a ~~b~~Boating ~~s~~Safety ~~e~~Education ~~e~~Course and examination and is authorized to operate a boat with a motor greater than 10 horsepower in Oregon under ORS 830.082 to 830.096.

(3) "Boating Safety Education Course" is any NASBLA approved course of instruction that is offered by an ~~a~~Approved ~~e~~Course ~~p~~Provider and concludes with an examination containing at least 50 questions including a minimum of 10 specific questions about Oregon boating laws.

(4) "Correspondence Course and Self-Test" means a ~~b~~Boating ~~s~~Safety ~~e~~Education ~~e~~Course and examination provided by the Marine Board that is taken at home without a proctor. This ~~e~~Correspondence ~~e~~Course and ~~s~~Self-tTest will satisfy minimum standard of boating safety education completion only for those individuals who have qualified for hardship status.

(5) "Direct Supervision" occurs when a person in possession of a Boating Safety Education Card issued to that person maintains close visual and verbal contact with, provides adequate direction to, and can immediately and lawfully assume control of a motorboat from the operator of a motorboat.

(a) A person who is ~~water skiing~~ outside of the boat, including while engaged in towed watersports, or is in the cabin of a boat is not considered to be ~~in~~ providing ~~e~~Direct ~~s~~Supervision.

(b) A youth aged 12 to 15 operating a personal watercraft while training for or competing in a Marine Board-sanctioned event as described in OAR 250-021-0036 is considered to be under ~~e~~Direct ~~s~~Supervision.

(6) "Equivalency Exam" is a comprehensive written examination created by the Marine Board containing at least 75 questions including a minimum of 15 specific questions about Oregon boating laws. The ~~e~~Equivalency ~~e~~Exam is intended to provide experienced boat operators the opportunity to ~~meet~~ demonstrate the minimum standard of boating safety education without having to take a ~~b~~Boating ~~s~~Safety ~~e~~Education ~~e~~Course.

(7) "Hardship" means a situation or condition that prevents an individual from attending a ~~b~~**B**oating ~~s~~**S**afety ~~E~~**E**ducation ~~e~~**C**ourse, completing an approved Internet Course, or taking an ~~e~~**E**quivalency ~~e~~**E**xam in person within a reasonable amount of time or within reasonably close proximity to the individual's place of residence. ~~The situation or condition must also keep the individual from taking an approved Internet course.~~ A hardship situation may allow an individual to utilize a ~~e~~**C**orrespondence ~~e~~**C**ourse and ~~s~~**S**elf-~~t~~**T**est provided by the Marine Board to meet the minimum standard of boating safety education. ~~An individual must submit a written request for hardship status.~~ The Marine Board director or his or the director's designee has the authority to grant or deny hardship status.

(8) "Internet Course" is any NASBLA-approved ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ourse of instruction that is offered through the internet by an ~~a~~**A**pproved ~~e~~**C**ourse ~~p~~**P**rovider and concludes with an examination containing at least 75 questions including a minimum of 15 specific questions about Oregon boating laws.

(9) "Minimum Standard of Boating Safety Education" means a standard of proficiency established by the Marine Board based on the standards set by NASBLA that determine whether an applicant for a ~~boater education card~~ **Boating Safety Education Card** has met or exceeded the requirements of a boating safety education classroom course, ~~e~~**E**quivalency ~~e~~**E**xam, ~~i~~**I**nternet ~~e~~**C**ourse, or correspondence course and self-test.

(10) "Motorboat loading weight" is the sum of the factory-specified dry gross weight of the motorboat and the factory-specified maximum factory ballast capacity of the motorboat.

(11) "National Association of State Boating Law Administrators (NASBLA)" is a national, nonprofit 501(c)(3) association of the recreational boating safety administrators from each state and territory in the United States.

(12) "NASBLA-approved Course" is a boating education course developed by following the American National Standards Institute (ANSI) standards. Such courses are nationally recognized and adopted by NASBLA.

~~(41)~~**13** "Proctor" is an individual who is a member of the U. S. Coast Guard Auxiliary, U.S. Power Squadron, Marine Patrol, or other public safety organization or whose organization has been approved by the Marine Board to administer an ~~e~~**E**quivalency ~~e~~**E**xam. A "proctor" may also be a Marine Board staff member or a public official such as a librarian or community college instructor who has been approved by the Marine Board to administer an ~~e~~**E**quivalency ~~e~~**E**xam.

~~(42)~~**14** "Proof of Completion" is a document verifying that an individual has achieved the minimum standard for boating safety education competency as determined by the Marine Board.

~~(43)~~**15** "Temporary Boating Safety Education Card" is a document issued by the Marine Board or an ~~a~~**A**pproved ~~e~~**C**ourse ~~p~~**P**rovider allowing the bearer to operate a motorboat with a motor greater than 10 horsepower in Oregon for a period of time not to exceed 30 days.

~~(14)~~**6** "Towed watersports" means activities that involve being towed by a vessel such as, but not limited to, water skiing, wakeboarding, and tubing, as used in ORS 830.643, ORS 830.649, and this division.

(157) "Towed Watersports Education Card" is the endorsement issued by the Marine Board that certifies that the person named on the card has established proof of competency and is authorized to engage in towed watersports on the Willamette River between river miles 26.6 and 55.

(168) "Towed watersports boat decals" are the set of two decals issued by the Marine Board to boaters meeting application requirements that must be displayed on a boat engaged in towed watersports on the Willamette River between river miles 26.6 and 55.

(179) "Watercraft Rental Safety Checklist" is a document provided by the Marine Board that consists of selected facts about Oregon boating laws that a rental or livery agent is required to present to renters/operators of motorboats and must be read and checked by the renter or operator of the motorboat before a motorboat can be rented and operated. **means the dockside safety checklist referenced in ORS 830.092(1) which is provided by the Marine Board to livery operators.**

Statutory/Other Authority: ORS 830.110

Statutes/Other Implemented: ORS 830.082 - ORS 830.096

History:

OSMB 4-2022, amend filed 05/03/2022, effective 05/03/2022

OSMB 3-2020, amend filed 01/30/2020, effective 02/03/2020

OSMB 13-2019, amend filed 11/26/2019, effective 01/01/2020

OSMB 12-2019, amend filed 11/26/2019, effective 01/01/2020

OSMB 6-2019, temporary amend filed 07/17/2019, effective 07/17/2019 through 12/31/2019

OSMB 2-2007, f. & cert. ef. 3-21-07

OSMB 1-2007(Temp), f. & cert. ef. 1-9-07 thru 6-30-07

OSMB 3-2003, f. & cert. ef. 3-31-03

OSMB 10-2001, f. & cert. ef. 10-29-01

OSMB 6-2000, f. & cert. ef. 10-30-00

250-018-0020

Minimum Standards for Boating Safety Education Competency

(1) A person required to possess a ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ard in order to operate a motorboat in Oregon must ~~meet~~ **demonstrate** the following minimum standards for boating safety education:

(a) Successful completion of a ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ourse in person and a passing score of at least 70 percent on a written test administered at the conclusion of the course by the instructor ~~or a proctor~~; or

(b) A score of at least 70 percent on a proctored ~~e~~**E**quivalency ~~e~~**E**xam. Individuals may take the ~~e~~**E**quivalency ~~e~~**E**xam no more than once within any 30-day period; or

(c) A score of at least 80 percent on a ~~e~~**C**orrespondence ~~e~~**C**ourse and ~~s~~**S**elf-~~t~~**T**est test provided by the Marine Board to individuals qualifying for hardship status; or

(d) A score of at least 80 percent on a test associated with an ~~i~~**I**nternet ~~e~~**C**ourse; or

~~(e2)~~ Suitable evidence of achieving the minimum standard for boating safety education completion. Proof of completion documents must contain the name of the individual applying for the boater education card and be signed or otherwise certified by the issuing organization. Proof of competency documents may include:

~~(Aa)~~ A certificate of completion issued by the U.S. Power Squadrons, U.S. Coast Guard Auxiliary, Marine Board or other aApproved eCourse pProvider; or

~~(Bb)~~ A certificate of completion, card, or other official document issued by a proctor stating that the individual passed the eEquivalency eExam with a score of 70 percent or better; or

(c) A certificate of completion issued by the Oregon State Marine Board stating the individual passed a Correspondence Course and Self-Test in conjunction with a hardship determination with a score of 80 percent or better; or

(d) A certificate of completion issued by an approved Internet Course provider stating that the individual passed the Internet Course with a score of 80 percent or better; or

~~(Ee)~~ A certificate, card, or other official document issued by another state or Canada that is equivalent to Oregon's bBoating sSafety eEducation eCard; or

~~(Df)~~ A U.S. Coast Guard operator's license either valid or expired. The following designations will be accepted: First Class Pilot; Master of Steam or Motor or Auxiliary Sail Vessels of not more than 25, 50, 100, 150, 200, 500, 1600 or any gross tons; Mate of Steam or Motor or Auxiliary Sail Vessels of not more than 25, 50, 100, 150, 200, 500, 1600 or any gross tons; Operator of Uninspected Towing Vessels Commercial Assistance Towing; Operator of Uninspected Passenger Vessels; or

~~(E)~~ A certificate of completion or other official record or document stating that the individual successfully completed the Oregon Marine Safety Law Enforcement Academy; or

~~(Fg)~~ A letter from the unit Commanding Officer/Officer in Charge stating that the individual has achieved certification as a U.S. Coast Guard Crewman or Coxswain or similar classification within other branches of the armed forces; or

~~(Gh)~~ In the event the original document establishing proof of completion is not available, a signed statement from an approved-course provider of a boating safety course stating that the individual has successfully completed a boating safety education course or equivalency exam will be accepted by the Marine Board.

~~(2) Correspondence course and self-tests taken after January 1, 2001, except as stated in 250-018-0020 (1)(c), will not meet Marine Board standards.~~

Statutory/Other Authority: ORS 830.110

Statutes/Other Implemented: ORS 830.082 - 830.096

History:

OSMB 12-2019, amend filed 11/26/2019, effective 01/01/2020

OSMB 2-2007, f. & cert. ef. 3-21-07

OSMB 1-2007(Temp), f. & cert. ef. 1-9-07 thru 6-30-07

OSMB 10-2001, f. & cert. ef. 10-29-01
OSMB 6-2000, f. & cert. ef. 10-30-00

250-018-0030
Boating Safety Education Card

(1) To obtain a ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ard, a person must provide to the Marine Board:

(a) A completed application on a form provided by the Marine Board;

(b) A copy of a proof of completion document. Proof of completion documents must contain the name of the individual applying for the ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ard. The Marine Board may require the applicant to provide the original document establishing proof of completion if the copy accompanying the application is illegible or the authenticity of the copy is not certain, and

(c) A \$20 fee for a ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ard paid in full in a manner determined by the Marine Board and stated on the application form.

(2) A person required to possess a ~~boater education card~~ **Boating Safety Education Card** may use an original proof of completion as a temporary card and may operate a boat for no more than 30 days from date of issue provided the original proof of completion is carried on board the boat.

(3) ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ards shall contain a unique number that corresponds to the individual named on the card. Boating safety education cards are not transferable.

(4) A person is considered in violation of the provisions contained in ORS 830.730 and subject to the penalties prescribed by law when they:

(a) Provide a false statement or information or assist another person in giving a false statement or information on any application, affidavit, document or statement used to obtain a boating safety education card, proof of completion of a boating safety education course, or replacement ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ard; or

(b) Exhibit an altered ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ard or any ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ard other than the one issued to them to a peace officer; or

(c) Alter a ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ard, proof of completion of a ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ard, or replacement ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ard issued by the Marine Board or its authorized agent; or

(d) Produce or possess an unauthorized replica of a ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ard, proof of completion of a ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ard, or replacement ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ard.

(5) In addition to any penalties that may result from a violation of ORS 830.730, the ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ard of any person who provides a false statement or information or obtains a card to which he/she the person is not entitled is ~~null and void~~ invalid.

~~(6) When a person is convicted of a felony or misdemeanor in violation of the provisions in ORS 830.315 or 830.325, notwithstanding orders of the court having jurisdiction of the offense, the Marine Board shall suspend the person's boating safety education card for one year. When this occurs:~~

~~(a) A notice of suspension will be sent to the address on file with the Marine Board;~~

~~(b) The boating safety education card suspension will begin the day that the card is received by the Marine Board;~~

~~(c) A \$16 fee will be charged by the Marine Board to the person prior to the return of the card.~~

Statutory/Other Authority: ORS 830.110

Statutes/Other Implemented: ORS 830.082 - 830.096

History:

OSMB 12-2019, amend filed 11/26/2019, effective 01/01/2020

OSMB 10-2001, f. & cert. ef. 10-29-01

OSMB 6-2000, f. & cert. ef. 10-30-00

250-018-0040

Replacement Boating Safety Education Card

~~(1) A person may apply for a replacement boating safety education card from the Marine Board if:~~

~~(a) They legally change their name; or~~

~~(b) The card is lost, stolen or destroyed; or~~

~~(c) Misinformation is printed on the card;~~

~~(2) To obtain a replacement boating safety education card, an applicant must provide the Marine Board with:~~

~~(a) A completed application on a form provided by the Marine Board which includes an affidavit signed by the applicant stating the circumstances that led to the replacement of the original boating safety education card; and~~

~~(b) A \$16 fee for a replacement card paid in full in a manner determined by the Marine Board and stated on the application form.~~

(1) To obtain a replacement or duplicate boating safety education card, a person must provide to the Marine Board:

(a) A completed application on a form provided by the Marine Board; and

(b) A \$16 fee for a replacement or duplicate boating safety education card paid in full in a manner determined by the Marine Board and stated on the application form.

Statutory/Other Authority: ORS 830.110

Statutes/Other Implemented: ORS 830.082 - 830.096

History:

OSMB 12-2019, amend filed 11/26/2019, effective 01/01/2020

OSMB 2-2007, f. & cert. ef. 3-21-07

OSMB 1-2007(Temp), f. & cert. ef. 1-9-07 thru 6-30-07

OSMB 6-2000, f. & cert. ef. 10-30-00

250-018-0060

Watercraft Rental Safety Checklist

(1) Any person who provides motorboats for rent in Oregon must require that the renter or operator of a rental motorboat **with a motor greater than 10 horsepower** show proof of possession of a **Boating Safety Education Card** **or require the boat operator to review and sign a Watercraft Rental Safety Checklist in the presence of the person providing the boat for rent prior to operating the boat.**~~before renting the person a motorboat.~~

(a)The bottom portion of the Watercraft Rental Safety Checklist, signed by the livery operator and boat operator, must be carried by the boat operator on the boat and presented to any Peace Officer upon request.

(b)The remaining portion of the Watercraft Rental Safety Checklist must be retained by the livery operator with the records of the rental as required to be retained by livery operators under ORS 830.415.

(2) A person under 16 is not eligible to complete a Watercraft Rental Safety Checklist.

~~(2) If the renter or operator of the rented motorboat does not possess a boating safety education card, the rental agent must provide the renter or operator of the motorboat with a Watercraft Rental Safety Checklist provided by the Marine Board.~~

~~(3) The renter or operator of a rental motorboat must review and mark the checklist in the presence of the rental agent before the renter may operate the rental motorboat.~~

(3) The validity of the Watercraft Rental Safety Checklist is limited to the duration of the associated watercraft rental specified in a rental agreement.

~~(4) The renter or operator of the rental motorboat must retain the portion of the checklist designated by the Marine Board on board when operating the boat.~~

~~(5) It is not required that every person who will operate the rented motorboat complete the checklist. A person age 16 and older may operate the rented motorboat if they are accompanied and directly supervised by a person age 16 and older (18 for personal watercraft) who is carrying a boater education card or proof of completing the Watercraft Rental Safety Checklist.~~

Statutory/Other Authority: ORS 830.110

Statutes/Other Implemented: ORS 830.082 - 830.096

History:

OSMB 12-2019, amend filed 11/26/2019, effective 01/01/2020

OSMB 2-2009, f. 6-25-09, cert. ef. 7-1-09
OSMB 2-2007, f. & cert. ef. 3-21-07
OSMB 1-2007(Temp), f. & cert. ef. 1-9-07 thru 6-30-07
OSMB 3-2003, f. & cert. ef. 3-31-03
OSMB 6-2000, f. & cert. ef. 10-30-00

250-018-0080

Exemptions

(1) ORS 830.092 (4) states that non-resident boaters will be exempt from carrying an Oregon ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ard if the non-resident operator holds a boating safety education card, certificate or document approved by NASBLA from the state of residency and has the card, certificate or document in the person's possession while operating a motorized boat with a motor greater than 10 horsepower in Oregon waters. This exemption applies to non-residents age 12 and older. No one age 11 and under, regardless of residency, may operate a power boat of any horsepower.

(2) In addition to the exemptions granted in ORS 830.092:

~~(a) A person operating a seaplane with a valid license issued by the Federal Aviation Administration (FAA) and a seaplane endorsement is not required to carry a boating safety education card while operating a seaplane. Seaplane pilots must possess a boating safety education card to operate a recreational boat;~~

~~(b) A person operating a motorboat in an authorized competitive marine event on a course authorized by the Marine Board or the United States Coast Guard, or engaged in practicing for a competitive power boat race on such a course, is not required to carry a boating safety education card.~~

Statutory/Other Authority: ORS 830.110

Statutes/Other Implemented: ORS 830.082 - 830.096

History:

OSMB 12-2019, amend filed 11/26/2019, effective 01/01/2020
OSMB 2-2007, f. & cert. ef. 3-21-07
OSMB 1-2007(Temp), f. & cert. ef. 1-9-07 thru 6-30-07
OSMB 3-2003, f. & cert. ef. 3-31-03
OSMB 10-2001, f. & cert. ef. 10-29-01
OSMB 6-2000, f. & cert. ef. 10-30-00

250-018-0090

Fees

(1) The Boating Safety Education Card fee is \$20.

(2) The Replacement Card fee for a replacement or duplicate card is \$16. The fee is waived for a replacement card if replacement is necessary because of a Marine Board error. ~~The same number will be assigned on any replacement card as was assigned on the original.~~

(3) Fees paid to the Marine Board for a ~~b~~**B**oating ~~s~~**S**afety ~~e~~**E**ducation ~~e~~**C**ard, ~~or~~ replacement card, or duplicate card are non-refundable.

~~(4) Active duty marine officers are not required to pay the fee for the boater education card, but non-active marine officers are required to pay the fee. All marine officers are required to pay the fee for a replacement card.~~

~~(5) An approved course provider acting under the authority of the Marine Board may charge a reasonable fee to recover costs associated with providing a boating safety education course or equivalency exam.~~

~~(6) The State Marine Board may charge a reasonable fee to recover the cost of providing educational materials used in safe boating courses. The fee schedule for materials shall be approved by the five members of the Marine Board who have been appointed by the Governor of the State of Oregon.~~

Statutory/Other Authority: ORS 830.110

Statutes/Other Implemented: ORS 830.082 - 830.096

History:

OSMB 12-2019, amend filed 11/26/2019, effective 01/01/2020

OSMB 2-2009, f. 6-25-09, cert. ef. 7-1-09

OSMB 2-2007, f. & cert. ef. 3-21-07

OSMB 1-2007(Temp), f. & cert. ef. 1-9-07 thru 6-30-07

OSMB 10-2001, f. & cert. ef. 10-29-01

OSMB 6-2000, f. & cert. ef. 10-30-00

250-018-0100

Approved Course Providers

(1) Individuals and organizations who teach a NASBLA-approved boating safety education course (i.e. U.S. Coast Guard Auxiliary, U.S. Power Squadron, American Power Boating Association) are considered ~~a~~**A**~~pproved~~ ~~e~~**C**~~ourse~~ ~~p~~**P**~~roviders~~ and are not required to get authorization from the Marine Board ~~to deliver their boating safety courses.~~

(2) Individuals or private organizations who would like to teach the Oregon State Marine Board's NASBLA-approved boating safety education course must apply to the Marine Board to become a volunteer instructor and satisfy complete all requirements ~~on the application form.~~

(3) Public safety organizations or government agencies who would like to teach the Oregon State Marine Board's NASBLA-approved boating safety course must apply with the Marine Board to become ~~a~~**A**~~pproved~~ ~~e~~**C**~~ourse~~ ~~p~~**P**~~roviders~~. Public safety organizations or government agencies may be given approval to screen their own instructors, but must:

(a) Meet with the Marine Board to discuss course outline and materials.

(b) Allow the Marine Board access to their classes for evaluation purposes.

(4) The Marine Board will issue approved individuals an ~~a~~**A**~~pproved~~ ~~e~~**C**~~ourse~~ ~~p~~**P**~~rovider~~ number and place them in a database. A list of ~~a~~**A**~~pproved~~ ~~e~~**C**~~ourse~~ ~~p~~**P**~~roviders~~ and boating safety courses shall be kept by the Marine Board and made available to the public. This list does not constitute an endorsement of any course or course provider by the Marine Board.

Statutory/Other Authority: ORS 830.110

Statutes/Other Implemented: ORS 830.082 - 830.096

History:

OSMB 12-2019, amend filed 11/26/2019, effective 01/01/2020

OSMB 6-2000, f. & cert. ef. 10-30-00

250-018-0110

Approved Internet Course Providers

(1) Individuals and organizations who ~~would like~~ **wish** to provide an approved boating safety education ~~i~~Internet ~~e~~Course must apply to the Marine Board to become an approved ~~i~~Internet ~~e~~Course provider. **The Marine Board may limit the number of approved Internet Course providers.** To apply, each ~~i~~Internet ~~e~~Course provider must, in the following order:

(a) Obtain NASBLA approval; and then

(b) Complete and submit, ~~for Marine Board review and approval,~~ the Marine Board ~~i~~Internet ~~e~~Course provider application and the ~~boating safety education course-~~**to the Marine Board for review.**

(2) To meet the Marine Board's internet standards, ~~i~~Internet ~~e~~Course providers must:

(a) Be approved by NASBLA and have a signed Course Provider Contract with NASBLA;

(b) Meet the Oregon Internet Approval Standards provided by the Marine Board;

(c) Write state-specific information consistent with NASBLA Standards. A link to the Marine Board website will not be accepted; **and**

(d) Provide ~~45~~ state-specific questions in accordance ~~to~~ **with** NASBLA Testing Standards.

(3) An ~~i~~Internet ~~e~~Course provider who offers boaters the option to obtain a ~~b~~Boating ~~s~~Safety ~~e~~Education ~~e~~Card online must:

(a) Provide the Marine Board compatible electronic data files, as specified by the Marine Board, containing data of individuals who are eligible for a ~~b~~Boating ~~s~~Safety ~~e~~Education ~~e~~Card. Files will be transmitted ~~once~~ weekly on a day and in a manner determined by the Marine Board; ;

(b) Provide the Marine Board weekly deposits on a day determined by the Marine Board;

(c) Provide the Marine Board accounting section weekly reports indicating the cost of the card for each application and the total amount to be paid to the Marine Board;

(d) Provide the students **with** information regarding security measures that are in place for financial transactions before personal information is exchanged online. All transactions must follow industry security standards.

(4) All promotion materials and products to be used by the internet eCourse provider to promote their website must be approved by the Marine Board before publishing and distribution to the public.

(5) An internet eCourse provider may charge a testing fee at the discretion of the internet eCourse provider. However, the testing fee must be clearly communicated to the test-taker person prior to taking testing on the provider's internet eCourse provider's website.

(6) The Marine Board may, upon evidence, place any approved internet eCourse provider on probation for a period for up to 24 months or remove an approved internet eCourse from the Marine Board website for any of the following reasons:

(a) Making false statements, misusing, or misrepresenting the Marine Board, its staff, or policies and procedures; or

(b) Misinforming boaters in advertising, marketing, or publishing efforts; or

(c) Generating ~~and or providing their own boating safety education cards for the State of Oregon~~ **a card which is similar in appearance to the Oregon Boating Safety Education Card.**

Statutory/Other Authority: ORS 830.110

Statutes/Other Implemented: ORS 830.082 – ORS 830.096

History:

OSMB 12-2019, amend filed 11/26/2019, effective 01/01/2020

OSMB 2-2009, f. 6-25-09, cert. ef. 7-1-09

OSMB 2-2007, f. & cert. ef. 3-21-07

OSMB 1-2007(Temp), f. & cert. ef. 1-9-07 thru 6-30-07

PROJECT IDENTIFICATION

Applicant Name: Adventures Without Limits
Applicant Contact: Jennifer Wilde, Director of Outreach and Development
Project Name: Adaptive and Inclusive Paddle Sports Program
Evaluation Score: 460

GEOGRAPHIC LOCATION

GPS Location: Various
Waterbody and mile: Various: Estacada, Hagg, Coffenbury, Timothy Lakes, Willamette, Santiam, Deschutes, Sandy, Clackamas, Tualatin and Columbia Rivers, Beaver Creek and Scappoose Bay
Location: Marion, Linn, Clatsop, Columbia, Multnomah, Clackamas and Washington Counties



Examples adaptive kayak equipment including outriggers, adaptive paddle, custom seat and with high back and lateral supports for paddlers with disabilities. Life jacket fitting in preparation for rafting the Santiam River.

NEED

Adventures Without Limits (AWL) mission is providing opportunity and adventure to all people regardless of ability level, socioeconomic status, gender, ethnicity or age. AWL has been facilitating adaptive and inclusive paddlesport programs for underserved communities for more than 25 years.

AWL proposes to offer 85 paddlesport programs serving more than 1,000 participant user days for underserved communities and train 10+ guide staff. They also intend to expand their operations to

include rafting on the Upper Clackamas River, and increase opportunities for partnership, participation, and training for people from underrepresented communities.

AWL’s focus strategies will expand opportunities for communities through increasing organizational capacity for staff development and retention; expanding partnerships with Department of Veteran Affairs; increase access to paddle sports programming for the Deaf and Hard of Hearing community and expanding geographical outreach and connection to Upper Clackamas River and whitewater rafting.

The target audience for this grant includes people with disabilities, at-risk youth, low-income communities, seniors and communities of color. The reach this audience AWL works with 36 nonprofit organizations, summer camps, school groups, rehab facilities, municipalities and Veteran organizations.

They currently offer the greatest variety and volume of adaptive and inclusive paddlesports programs in Oregon. Their mobile operation allows them to design and deliver programs that are responsive to community needs by being prepared to address barriers to participation such as financial resources, transportation, equipment, adaptive gear accessibility barriers, and accessible communication.

The expanded opportunity of whitewater rafting on the Upper Clackamas River will require the purchase of one raft and safety support equipment such as throw bags, tow ropes, immersion wear including wetsuits, splash jackets and booties.

SUPPORT AND USE

Public comment: A total of 15 public comments were received for this project. One comment identified investing in construction would provide a longer-term benefit to underserved communities. The other comments were supportive of the application and AWL.

Type of Support	Source of Support
Trevor Miller – US Dept of Veteran Affairs	Letter
Kelly Wickham	Letter
Carina Quintanilla – Adelante Mujeres	Letter
Abbi Kolar	Letter
Dennis and Jennifer Resch	Public Comment/Email
Bryan Gamble	Public Comment/Email
Bernhard Masterson	Public Comment/Email
Anne Lane – Forest Grove P&R	Public Comment/Email
Brad Bafaro – Adventures Without Limits	Public Comment/Email
Andre Romanelli – Alder Creek Kayak and Canoe	Public Comment/Email
Jen Armbruster – Adaptive Sports NW	Public Comment/Email
Laura J Ridler	Public Comment/Email
Morgan Goodwin – The Companion Program	Public Comment/Email
Kessina Lee – USFW	Letter
Ashley Morrison	Public Comment/Email
Alex Fisher	Public Comment/Email
Melissa Stewart	Public Comment/Email
Anthony Castro	Public Comment/Email

Matthew Howard	Public Comment/Email
David Blessman	Public Comment/Email

APPROACH

AWL will work directly with organization contacts that have been fostered over the years to recruit participants. They will provide all necessary equipment, boats, paddles, life jackets, helmets, whistles etc. Trained staff and volunteers will instruct participants on boating safety, paddle instruction, life jackets, appropriate clothing, on-water communication methods and defensive swimming positions for whitewater programs. AWL will purchase some equipment.

EXPECTED RESULTS

Provide 85 paddlesport programs serving more than 1,000 participant user days for underserved communities to experience paddling on Oregon waterways. Increase availability of adaptive equipment and resources to help participants make informed decisions about activities and opportunities.

OBJECTIVES

Increase opportunities for underserved communities to experience paddling safely, learn about dynamics of moving water, importance of wearing life jackets, confidence to continue paddling and that boating is fun.

USEFUL LIFE

Equipment has a variable useful life of 3 to 5 years. Unable to quantify the useful life of this project. If participants continue to boat after participating, then the useful life could be a lifetime of continued learning.

20-YEAR GRANT HISTORY

<i>Biennium</i>	<i>Scope</i>	<i>OSMB State & Federal Funds</i>	<i>All Match</i>	<i>Total Project Cost</i>
21-23	Paddling Access	OSMB WAG - \$105,000.00	TRK Admin - \$43,750.00 TRK Force - \$3,450.00 AWL Cash - \$22,180.00 Other Cash - \$45,300.00	\$219,680.00

BUDGET NARRATIVE

The budget was developed by AWL based on salaries and other associated costs necessary to implement the project. The developed budget utilized direct experience implementing programs for more than 25 years. AWL has secured a grant from the Craig H. Nielsen Foundation to help with costs.

MATCH AND PARTNERS

Source	Amount	Percentage
---------------	---------------	-------------------

AWL – Administrative match	\$ 15,000.00	4.6%
Other – Administrative match	\$ 7,000.00	2%
AWL – Force account match- equipment	\$ 80,000.00	24.6%
Other – Force account match-labor	\$ 10,250.00	3%
AWL – Cash Match	\$ 66,200.00	20%
Other – Cash Match	\$ 51,630.00	15.8%
OSMB Waterway Access Grant Funds	\$ 95,000.00	
<i>Match Total</i>	<i>\$ 230,080.00</i>	<i>70%</i>
<i>OSMB Total</i>	<i>\$ 95,000.00</i>	<i>30%</i>
<i>Grand Total</i>	<i>\$325,080.00</i>	<i>100%</i>

FEES

Most participants do not pay a fee to participate in partner programs. Community trips are offered on a sliding scale when funding allows Programs with refundable fees are occasionally offered. Scholarships are available on a sliding scale upon request.

TIMELINE

July 2023	Ongoing staff development training
July – October 2023	On-Water Programs
October – December 2023	New equipment purchase, repair, maintenance
January 2024	Marketing outreach, staff hiring for 2024 season
April 2024	Staff Training
May – October 2024	On-Water Programs

STAFF RECOMMENDATION

An interim progress report must be completed for 2023 and final grant completion report must be submitted with the final reimbursement request. Reports should identify number of first-time, 1-to-5-time boating experience participants and number of participants who feel more confident to go paddling in the future, total number of participants, trips, organizations represented, equipment purchased, photos and if AWL met the goals, needs and anticipated outcomes as described in the grant application. Outreach and recruitment materials are required to acknowledge funding from the State Marine Board and Waterway Access Grant program.

Staff recommends the Board authorize Facility Grant 1728 in the amount of \$95,000.00 Waterway Access Grant funds to match \$230,080.00 in applicant match as identified in the budget. The total project cost is \$325,080.00.

PROJECT IDENTIFICATION

Applicant Name: Lower Columbia Estuary Partnership
Applicant Contact: Valerie Pufahl, Education Programs Manager
Project Name: Big Canoe Paddle Access Project
Evaluation Score: 400

GEOGRAPHIC LOCATION

GPS Location: Various
Waterbody and mile Location: Lower Columbia and Lower Willamette Rivers
Clatsop, Columbia, and Multnomah Counties



Photo credit LCEP

NEED

The Lower Columbia Estuary Partnership (LCEP) is increasing opportunities for underserved communities to experience nonmotorized boating safely by 20 trips, 10 per year. LCEP anticipates 360 to 480 youth and adults from communities of color, indigenous communities, culturally specific groups, LGBTQ, youth, rural summer school, community centers and rural, smaller communities with limited access to nonmotorized boating will participate in this opportunity.

LCEP's performance report identified first-time paddlers represented approximately 32% of participants and an additional 42% had paddled less than five times. More than 86% felt more confident about going boating in the future because of the experience. Participants gain understanding of basic paddling techniques, how to fit and wear life jackets, make a float plan, dangers of cold water and wind, waterway rules, navigation aids and importance of sober boating.

LCEP will also be updating orientation videos for paddling programs to provide additional information, safety considerations and gear, paddling conditions, summer specific information about areas where the program takes place. The videos help decrease anxiety about engaging in a new experience.

LCEP will be utilizing their two 29-foot canoes that accommodate two staff and 12 participants per boat. The big canoes are very stable and allow participants to sit two across. This platform

provides a unique opportunity that is less intimidating than individual nonmotorized boats for families and friends to be together for encouragement and support. LCEP recognizes that this opportunity will most likely be the first boating experience for many underserved community participants. LCEP wants participants to feel safe, have fun and be encouraged to continue improving their paddling skills.

SUPPORT AND USE

Public comments received: A total of 4 comments were received for this project. One comment identified investing in construction would provide a longer-term benefit to underserved communities. Another comment questioned why corporate sponsorships couldn't be secured instead of grant funding. The other two comments were supportive of the application and LCEP.

Type of Support	Source of Support
Consejo Hispano	Letter
Girls, Inc. of the Pacific Northwest	Letter
Lower Columbia Center	Letter
Rose Community Development	Letter
Friends of the Children	Letter
David Blessman	Public Comment
Joanne Gerkins	Public Comment
Xiaojie Abby Dong	Public Comment
Thomas Foster	Public Comment

APPROACH

LCEP will work directly with organization contacts that have been fostered over the years. LCEP will provide all necessary equipment, boats, paddles, life jackets, whistles. Trained staff will instruct the participants on boating safety, education, equipment use, waterway conditions, self-rescue hypothermia and sober boating.

EXPECTED RESULTS

Provide between 360-480 participants an opportunity to paddle on the Lower Columbia River and Lower Willamette River, learn about how to boat safely and build confidence to go boating in the future. Update orientation videos.

OBJECTIVES

Increase opportunities for underserved communities to experience paddling safely. Including learning paddling techniques, life jacket fitting, importance of making a float plan, cold water dangers and importance of boating sober. Increase confidence to continue paddling and that boating is fun. Update orientation videos to decrease anxiety about participating in a new activity.

USEFUL LIFE

If participants continue to boat after participating, then the useful life could be a lifetime of learning.

20-YEAR GRANT HISTORY

<i>Biennium</i>	<i>Scope</i>	<i>OSMB State & Federal Funds</i>	<i>All Match</i>	<i>Total Project Cost</i>
19-21	Community on-water Safety Paddling Project	\$18,125.61-OSMB	\$12,444.42-LCEP	\$30,570.03
21-23	Paddling access & water safety on Willamette and Lower Columbia Rivers	\$23,280.10 - OSMB	\$23,538.91 – LCEP	\$46,819.01

BUDGET NARRATIVE

The budget was developed by LCEP Executive Director based on salaries and other associated costs necessary to implement the project. The developed budget utilized direct experience implementing other Big Canoe projects. LCEP has been delivering Big Canoe projects for about a decade and has a great deal of first-hand experience.

The budget includes labor, training and mentorship for their Summer Recreation Leaders, storage and travel costs associated with transporting the big canoes, launch/parking fees, food and other items in support of the project. Discount rental coupons will be provided to participants to reduce financial barrier to continue practicing nonmotorized boating skills.

MATCH AND PARTNERS

Grant Application Budget

Source	Amount	Percentage
LCEP-Force account- materials and supplies	\$3,928.80	6.3%
LCEP-Cash match	\$19,104.40	30.5%
OSMB Waterway Access Grant Funds	\$39,632.80	63.2%
<i>Match Total</i>	<i>\$23,033.20</i>	<i>36.8%</i>
<i>OSMB Total</i>	<i>\$39,632.80</i>	<i>63.2%</i>
<i>Grand Total</i>	<i>\$62,666.00</i>	<i>100%</i>

FEES

LCEP does not charge a fee for participants for this paddling safety program.

TIMELINE

July-September 2023	Train Summer Recreation Leaders, Schedule and implement paddle trips
October 2023-April 2024	Review data from 2023 summer trips, plan 2024 Canoe Team paddle safety training, complete video to share with partners
March-May 2024	Complete paddle safety training, recruit and hire Summer Recreation Leaders for 2024
June-September 2024	Implement remaining paddle trips

October 2024	Collect data for reporting. Create and submit final report if there are no outstanding goals.
January-March 2025	Coordinate any outstanding project goals, if applicable.
May-June 2025	Submit final report and reimbursement.

STAFF RECOMMENDATION

An interim progress report must be completed for 2023 and final grant completion report must be submitted with the final reimbursement request. Reports should identify number of first-time, 1-to-5-time boating experience participants and number of participants who feel more confident to go paddling in the future, total number of participants, number of trips, organizations represented, orientation video links, photos and if LCEP met the goals, needs and anticipated outcomes as described in the grant application. Outreach and recruitment materials are required to acknowledge funding from the State Marine Board and Waterway Access Grant program.

Staff recommends the Board authorize Facility Grant 1719 in the amount of \$39,632.80 Waterway Access Grant funds to match \$23,033.20 of applicant match as identified in the budget. The total project cost is \$62,666.00.

PROJECT IDENTIFICATION

Applicant Name: City of Umatilla
Applicant Contact: Chris Waite, Parks and Recreation Manager
Project Name: Umatilla Marina Improvements: Permitting & Environmental
Evaluation Score: 380

GEOGRAPHIC LOCATION

GPS Location: Latitude:45.9249N; Longitude: - 119.3290W
Waterbody and mile: Columbia River, river mile 290
Location: From Hermiston head north on Hwy 395, left on Hwy 730. Right on Brownell Ave, left on 3rd St and right on Quincy Ave.



NEED

Umatilla Marina amenities include a four-lane launch ramp, boarding docks, paved parking, gravel overflow parking, marine fuel station, pumpout and dump station, marina moorage, flush restroom, swim beach and portable toilets. Boaters enjoy angling, watersports, sailing cruising, and paddling. The majority of the infrastructure is at least 30 years old.



The City has a long-term lease with the U.S. Army Corps of Engineers to operate and manage the facility. The City has completed a community engagement process and adopted a Marina/RV Park Master Plan in December 2022. The plan identifies the need to replace all in-water structures, reconfigure parking areas, increase sanitation and other amenities.

One of the challenges with the current marina layout is the boat ramp, fuel dock and covered moorage create a bottle neck at the entrance of the basin. The bottle neck impacts ingress and egress to the facilities. Comments identified relocating the boat ramp in the bottom southwest corner of the marina. This may be feasible, but a sedimentation transport and hydraulic analysis report is needed to inform the City and OSMB if the relocation will require recurring maintenance dredging to maintain depths and function of the boat ramp. Geotechnical testing and investigation are required to determine if piling can be installed with permit agency preferred vibratory hammers or if it will be necessary to drill piling. Additional archaeological survey and investigations are required. There is some permitting required to complete the fieldwork for these reports.

The results of these specialized reports will inform feasibility of improvements and design decisions in preparation of the environmental regulatory agencies permitting processes.



<i>Nearby Facility</i>	<i>River mile-Location</i>	<i>Site Attributes</i>
McNary Dam, Oregon Ramp	River mile 292 East	1-lane boat ramp, vault toilet, 21 boat trailer parking stalls
Hat Rock State Park	River mile 298 East	2-lane boat ramp, vault toilet, boarding docks, 50 boat trailer and 10 single car parking stalls
Irrigon Marina	River mile 282 West	2-lane boat ramp, boarding and short-term tie-up docks, flush toilet, 28 boat trailer and 6 single car parking stalls, overflow parking

Plymouth Marina	3 miles North	Washington facility
-----------------	---------------	---------------------

SUPPORT AND USE

City of Umatilla estimates 5,700 boaters use Umatilla Marina boat ramp and 60 moorage nights per year.

2017 Triennial Survey Data	Use days 41,791 above John Day Dam on the Columbia River
----------------------------	--

City of Umatilla identified boating activities taking place on the Columbia River in Umatilla County. Green=High use Yellow =Medium use Red=Low use

Month	Boating Activities						
	Fishing	Watersports (ski/wake)	Cruising	Sailing	Flat water paddling	White water paddling	Other
January	Red	Red	Red	Red	Red		
February	Red	Red	Red	Red	Red		
March	Yellow	Red	Red	Red	Red		
April	Yellow	Yellow	Yellow	Yellow	Yellow		
May	Green	Green	Green	Green	Green		
June	Green	Green	Green	Green	Green		
July	Green	Green	Green	Green	Green		
August	Green	Green	Green	Green	Green		
September	Green	Green	Green	Green	Green		
October	Yellow	Yellow	Yellow	Yellow	Yellow		
November	Red	Red	Red	Red	Red		
December	Red	Red	Red	Red	Red		

Month	Boating Use Monthly Totals Equals 100%											
	Open motor boat	Jet boat	Cabin Cruiser	Pontoon	Sail	PWC	Drift	SUP	Raft	Kayak	Canoe	Kite/sail board
Jan	25	20	25	10	15							
Feb	30	20	25	10	15							
March	30	20	25	10	15							
April	30	20	25	10	15							
May	25	20	15	10	15	5		5		5		
June	25	20	15	10	15	5		5		5		
July	25	20	15	10	15	5		5		5		
Aug	25	20	15	10	15	5		5		5		
Sept	30	20	20	10	15	5						
Oct	30	20	25	10	15							
Nov	30	20	25	10	15							
Dec	30	25	25	10	15							

Public comment: No comments were received for the project.

Type of Support	Source of Support
Port of Umatilla	Letter
Umatilla Chamber of Commerce	Letter
Mark Ribich – Former Pres Ch. Of Commerce	Letter
Umatilla County Sheriff's Office	Letter

APPROACH

The City has hired a consultant to facilitate obtaining the specialized reports. The sediment transport and hydraulic analysis will need to be completed prior to other specialties.

EXPECTED RESULTS

The completion of the specialized reports will inform the City and OSMB on the feasibility of relocating the boat ramp and placement of the nonmotorized launching dock, marine fuel station with pumpout and dump station and moorage layout. These items will provide guidance for permitting and mitigation.

OBJECTIVES

The City has laid out seven tasks for Phase 1. including project management. The majority of topographic survey has been completed by OSMB staff and bathymetric survey was completed for both basins except for the buoyed swim beach area. The time and cost for this item should be significantly reduced. Complete sediment transport and hydraulic analysis and reports, geotechnical investigation and report, archaeological survey, monitoring and report, wetland delineation and permitting for geotechnical investigations.

USEFUL LIFE

The specialized reports generally have a useful life of five years before they become resource reference information.

20-YEAR GRANT HISTORY

<i>Biennium</i>	<i>Scope</i>	<i>OSMB State & Federal Funds</i>	<i>All Match</i>	<i>Total Project Cost</i>
03-05	Replace fuel dock, gangway	\$11,000.00-BFG	\$20,445.00-Port	\$31,445.00
05-07	Upgrade fuel station for overflow/leak detection	\$24,172.32-BFG	\$1,000.00-Port	\$25,172.32
13-15	Replace pumpout/dump station	\$4,420.27-BFG \$13,260.83-CVA	\$500.00-City	\$18,181.10

BUDGET NARRATIVE

The City refined the proration between eligible and ineligible items which were mainly in the marina and parking areas. They hired an engineering consultant to manage the project, complete specialized reports and manage subconsultants hired to complete portions of the work.

MATCH AND PARTNERS

Original Budget:

Source	Amount	Percentage
City-Pre-agreement costs- <i>not yet expended</i>	\$90,970.00	15.7%
City-Cash Match (Consultant Contract)	\$155,357.50	26.9%
OSMB Grant Funds (Consultant Contract)	\$331,942.50	57.4%
<i>Match Total</i>	\$246,327.50	42.6%
<i>OSMB Total</i>	\$331,942.50	57.4%
<i>Grand Total</i>	\$578,271.00	100%

Revised Budget:

Source	Amount	Percentage
City-Pre-agreement costs- <i>not yet expended</i>	\$90,970.00	15.8%
City-Cash Match (Consultant Contract)	\$357,537.00	61.8%
OSMB Grant Funds (Consultant Contract)	\$129,764.00	22.4%
<i>Match Total</i>	\$448,507.00	77.6%
<i>OSMB Total</i>	\$129,764.00	22.4%
<i>Grand Total</i>	\$578,271.00	100%

Recommended Budget:

Source	Amount	Percentage
City-Pre-agreement costs- <i>not yet expended</i>	\$90,970.00	15.8%
City-Cash Match (Consultant Contract)	\$357,537.00	61.8%
OSMB Boating Facility Grant Funds)	\$97,764.00	16.9%
OSMB Waterway Access Grant Funds	\$20,000.00	3.5%
OSMB Clean Vessel Act Funds-federal	\$6,000.00	1%
OSMB Boating Infrastructure Grant Funds-federal	\$6,000.00	1%
<i>Match Total</i>	\$448,507.00	77.6%
<i>OSMB Total</i>	\$129,764.00	22.4%
<i>Grand Total</i>	\$578,271.00	100%

FEES

City of Umatilla currently charges \$15 to \$25 per day for moorage. City of Umatilla currently receives \$16,800.00 in state Maintenance Assistance Grant (MAG) funding and \$2,100 in federal Clean Vessel Act funding for two years. The City provides a minimum of \$12,600.00 in resources as match.

TIMELINE

The timeline is dependent upon the results of the sediment transportation and hydraulic analysis results. If the results identify a need for recurring maintenance dredging or adverse impact to other proposed infrastructure or shoreline, then the other specialized items may need to have modified scope of work. The City and Facilities Program Staff will discuss the results and design options. Completing this first reduces the likelihood of increased costs and expended resources spent on a conceptual design that may significantly change.

STAFF RECOMMENDATION

The City has completed an extensive public engagement process that included focused outreach to the Latino/Latina community. Staff is tentatively supportive of relocating the boat ramp to keep the fairway clear and significantly reduce ingress/egress impacts at the mouth of the basin. The results of the sediment transport and hydraulic analysis will inform the City and OSMB on the location and layout of the infrastructure. The City provides copies of each specialty report to OSMB as they are completed.

The nonmotorized boat facilities design will exceed minimum ADA requirements and closely follow the pilot project design in Westport. OSMB staff consult with Oregon's nine federally recognized Tribal Governments on boating facility projects. Based on comments received additional archaeological survey, report and monitoring will need to be completed for some of the specialized analysis and reports.

Staff recommends the Board authorize Facility Grant 1720 in the amount of \$97,764.00 Boating Facility Grant funds, \$20,000.00 Waterway Access Grant funds, \$6,000.00 federal Clean Vessel Act funds and \$6,000.00 federal Boating Infrastructure funds to match \$448,507.00.00 of applicant match as identified in the budget. The total project cost is \$578,271.00.

PROJECT IDENTIFICATION

Applicant Name: Port of Columbia County
Applicant Contact: Miriam House, Operations Manager
Project Name: Scappoose Bay Marina Upland Project
Evaluation Score: 373

GEOGRAPHIC LOCATION

GPS Location: Latitude: 45.494023N; Longitude: - 122.501608W
Waterbody and mile: Scappoose Bay, on the Columbia River, River Mile 85
Location: Take Highway 30 North from Portland approximately 35 miles, turn right on Benet Road, turn left on Old Portland Road, and continue NE approximately ½ mile; Marine Park is on your right.



NEED

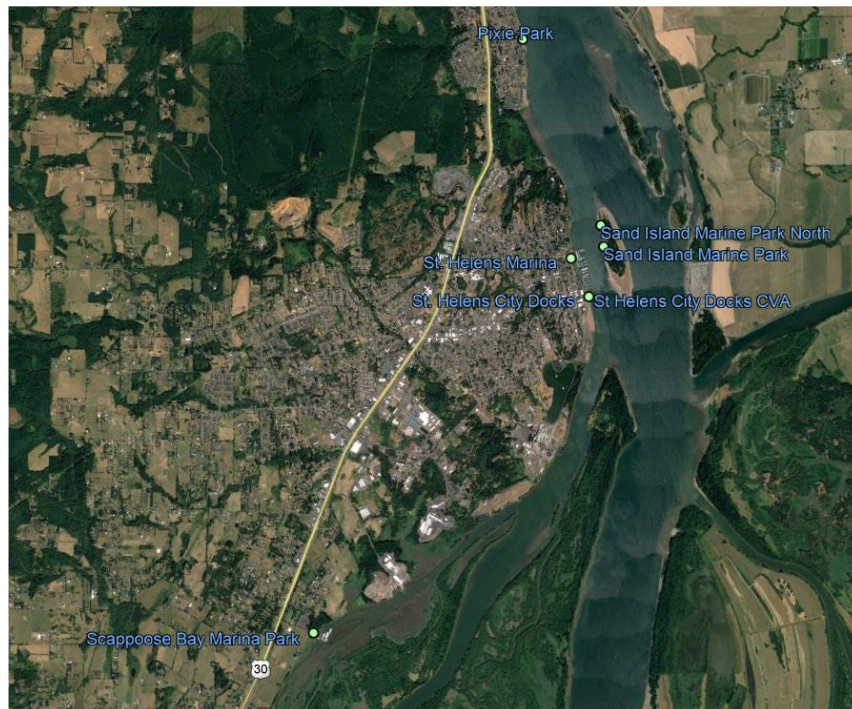
Scappoose Bay Marine Park is a very popular location for angling, cruising, sailing and flat-water paddling. The facility amenities include a three-lane launch ramp, flush restroom, boarding docks, short term tie-up docks, asphalt parking, campground, boat houses, floating homes, gazebo and picnic area, nature walking trails, paddling center and nonmotorized dock.

The Boating Access facilities were not originally constructed to meet the current volume of users. Scappoose Bay can see upwards of 2,000 visitors per weekend, of which nearly 45% access the water via nonmotorized boats. This location serves as a launch point for motorized and nonmotorized boaters providing access to 85,000 acres of scenic wetlands, streams, and side channels and easy access to the Columbia River and Multnomah Channel.

In 2017-18 the Port developed the Scappoose Bay Marina Improvement Project to rehabilitate the inadequate boating access infrastructure. It was not surprising the public process identified conflict and congestion between users near and around the boat ramp, fairway and docks. Additionally, the differences in how each user group readies, launches, retrieves and ties-down was also illustrated in the survey responses.

The Port with their consultant has completed phase 1 which included design, engineering, completing hydraulic analysis, preparation and submission of the joint permit application for state and federal permits. The estimate for the full project is \$2.0-2.5 million. Because of limited funding, timing and permitting processes, the overall project is being broken into phases.

Phase 2 is for upland improvements to address functionality, capacity, safety and accessibility. Creating a ready area in the upper parking area with air station, increased number of ADA parking spaces, widened sidewalks for pedestrians and people carrying equipment to easily pass, secondary pay station, landscaping, restriping, etc. The future in-water improvements will connect to these improvements.



<i>Nearby Facility</i>	<i>River mile-Location</i>	<i>Site Attributes</i>
------------------------	----------------------------	------------------------

St. Helens Marina – Private	River mile 86 NE	
Sand Island Marine Park	River Mile 86 NE	Short term tie-ups, composting toilets
Courthouse Docks, City of St. Helens	River Mile 87 NE	Short term tie-up, flush restroom, parking, pumpout/dump station

SUPPORT AND USE

Port of Columbia County estimates 38,170 boaters use Scappoose Bay Marina boat ramp and 305 moorage nights per year.

2017 Triennial Survey Data	Use days 18,614 in Scappoose Bay
----------------------------	----------------------------------

Port of Columbia County identified boating activities taking place on the Umatilla River in Umatilla County. Green=High use Yellow =Medium use Red=Low use

Month	Boating Activities						
	Fishing	Watersports (ski/wake)	Cruising	Sailing	Flat water paddling	White water paddling	Other
January	Red						
February	Red				Red		
March	Green				Yellow		
April	Green		Red	Red	Yellow		
May	Yellow		Yellow	Yellow	Green		
June	Red		Green	Green	Green		
July	Red		Green	Green	Green		
August	Yellow		Green	Green	Green		
September	Green		Yellow	Yellow	Green		
October	Yellow		Red	Red	Yellow		
November	Yellow				Red		
December	Red						

Other: Historical tours

Month	Boating Use Monthly Totals Equals 100%											
	Open motor boat	Jet boat	Cabin Cruiser	Pontoon	Sail	PWC	Drift	SUP	Raft	Kayak	Canoe	Kite/sail board
Jan	65	10	15		10							
Feb	60	10	15		10					5		
March	50	15	10		10					15		
April	40	15	10		10					25		
May	35	10	10		10					35		
June	30	5	10	1	10	1		4		35	4	
July	30	5	10	1	10	1		4		35	4	
Aug	30	5	10	1	10	1		4		35	4	
Sept	35	10	10		10					30		
Oct	50	15	10		10					15		
Nov	55	15	15		10					5		
Dec	60	15	15		10							

Public comment: One public comment was received in support of this project.

Type of Support	Source of Support
Bill Mansheim	Email/Public Comment
Various	Public Polling/Questionnaire
REI Co-Op – Mick Minard, Regional	Letter
Columbia Economic Team	Letter
South Columbia County Chamber of Commerce	Letter
Travel Oregon	Letter
Columbia County Board of Commissioners	Letter
City of St. Helens	Letter
City of Scappoose	Letter

APPROACH

The consultant will complete the design in August 2023. The Port will solicit bids and plans to award a contract by October. Construction is anticipated for March to June 2024, if necessary, construction will be delayed to August to October 2024. Completion of project will be by December 2024. OSMB will periodically inspect the project.

EXPECTED RESULTS

Improve boating access functionality, capacity, safety and accessibility for all boaters.

OBJECTIVES

The upland phase will create a new ready area in the upper parking lot with air fill station. Increased ADA parking in two separate areas. Sidewalks will be widened for safe passing, secondary pay station installed, landscaping, paving, grading, and restriping of existing parking.

USEFUL LIFE

The boating facility improvements have an anticipated useful life of 20 to 20 years based on the documented useful life of similar construction in Oregon.

20-YEAR GRANT HISTORY

<i>Biennium</i>	<i>Scope</i>	<i>OSMB State & Federal Funds</i>	<i>All Match</i>	<i>Total Project Cost</i>
11-13	Repair dock and short-term tie-up	\$24,000.00 - BFG	\$22,946.69-Port	\$46,767.36
13-15	Expand short-term tie-up	\$14,280.00 - BFG	\$48,420.00-Port	\$62,700.00
13-15	Add Security Cameras	\$1,338.75 – BFG \$446.25 – CVA	\$3027.70-Port	\$4,812.70
15-17	Dredge Boat Basin	\$24,911.00 – OSMB	\$150,000.00 – SFR \$319,679.06-Port	\$494,590.06
21-23	Consult/Permit for Upland Modification	\$87,500.00 – BFG \$87,500.00 – WAG	\$175,000.00 – Port	\$350,000.00

BUDGET NARRATIVE

The budget was prepared by the Port’s consultant and reviewed by Facilities Program staff. The majority of improvements provide direct benefit to nonmotorized boaters.

MATCH AND PARTNERS

<i>Source</i>	<i>Amount</i>	<i>Percentage</i>
Port-Cash match	\$407,912.00	50%
OSMB Waterway Access Grant	\$300,000.00	37%
OSMB Boating Facilities Grant	\$107,912.00	13%
<i>Match Total</i>	<i>\$407,912.00</i>	<i>50%</i>
<i>OSMB Total</i>	<i>\$407,912.00</i>	<i>50%</i>
<i>Grand Total</i>	<i>\$815,824.00</i>	<i>100%</i>

FEES

Port of Columbia County currently charges \$5.00/launch, \$3.00/day, \$13/boat in camping. Port of Columbia County currently receives \$4,400.00 in Maintenance Assistance Grant (MAG) funding and \$3,150.00 federal Clean Vessel Act funds for two years. They provide a minimum match of \$3,983.00 in resources.

TIMELINE

August 2023 – Final Design and Engineering
 September 2023 – RFP/Bid selection for construction contractor
 March – June 2024 – Construction (September – October 2024 – Alternate Construction Window)

STAFF RECOMMENDATION

Staff are supportive of completing this project in phases. The total anticipated cost to complete all phases is \$5.0 to \$7.0 million. This exceeds the amount of Waterway Access Grant funds available and breaking the project into phases helps the Port plan and budget for improvements.

OSMB staff consults with Oregon's nine federally recognized Tribal Governments on boating facility projects. Based on comments received the Port will have and provide a copy of their monitoring plan and Inadvertent Discovery Plan (IDP) prior to any ground disturbance.

Staff recommends the Board authorize Facility Grant 1723 in the amount of \$107,912.00 Boating Facility Grant funds and \$300,000.00 Waterway Access Grant funds to match \$407,912.00 of applicant match as identified in the budget. The total project cost is \$815,825.00.

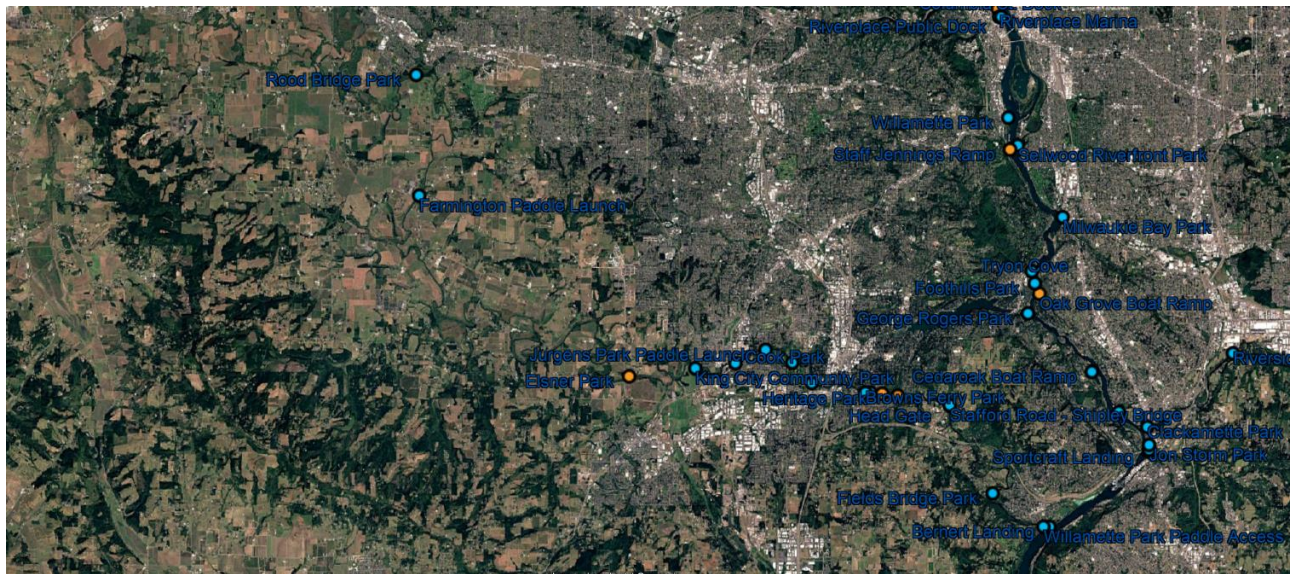
Item D: Grant No. 1726

PROJECT IDENTIFICATION

Applicant Name: Tualatin Riverkeepers
Applicant Contact: Mark Fitzsimons, River Experiences Coordinator
Project Name: Equitable Access Project
Evaluation Score: 367

GEOGRAPHIC LOCATION

GPS Location: Latitude: 45N; Longitude: - 122 W
Waterbody and mile: Tualatin River, Mile 0 to 50
Location: Clackamas and Washington Counties



NEED

The Tualatin River is a tributary of the Willamette River and is approximately 83 miles long. It begins in the Tillamook State Forest in Washington County and flows to West Linn, in Clackamas County. On October 20, 2020, the U.S. Department of Interior designated a 38.5-mile (Hillsboro to the confluence with the Willamette River) section of the river as a National Trail. The U.S. Army Corps of Engineers has identified that 56.8 miles are navigable from the mouth of Gales Creek (Forest Grove) to the confluence with the Willamette River. However, there is no public access upstream of Rood Bridge river mile 38.5 which is more than 18 river miles.

The Tualatin River for the most part is a calm, lazy and sluggish river that is very conducive for nonmotorized boating use. There is an area downstream of the Lake Oswego low head dam and another between Fields Bridge and Bernert Landing that at certain water elevations can be a class 2 rapid section. The most significant limitations to nonmotorized boating use are the lack of public access, level of access site development and accessibility. Although motorized boating use is not prohibited by rule the estimated amount of motorized use is small. There is a rule prohibiting towed watersports and personal watercraft use.

Nearly 20 percent of the watershed population identify as Hispanic or LatinX but only one public access site has any significant multi-lingual signage. The Tualatin Riverkeepers (TRK) recognize

these challenges and have identified a unique approach to address Equitable Access on the Tualatin River.

SUPPORT AND USE

Public comment: A total of 2 public comments were received for this project. One comment identified investing in construction would provide a longer-term benefit to underserved communities. The other comments were supportive of the application and TRK.

Type of Support	Source of Support
City of Tualatin	Letter
Clean Water Services	Letter
Hillsboro Parks & Recreation	Letter
The Intertwine	Letter
Tualatin River Watershed Council	Letter
Tualatin Soil and Water Conservation District	Letter
Washington County Parks	Letter
Washington County Visitors Association	Letter
World Salmon Council	Letter
City of Tigard	Letter
Jennifer Wilde, Adventure Without Limits	Public Comment/Email
David Blessman	Public Comment/Email

APPROACH

TRK will meet with a variety of landowners, take key-decisions makers and media on six on-water tours, hold two Water Trail wide design charettes, create centralized webpage for the National water trail to help visitors plan trips, share information with stakeholders and promote businesses, organize 20 group paddle trips, four community events with paddling opportunities, make boats available to partnering groups, provide training on safe boating practices, understanding waterway rules, essential equipment and life jackets and activate support for public improvements.

EXPECTED RESULTS

Elevate awareness and need for public boating access on the Tualatin River for all.

OBJECTIVES

Community members, existing and future facility owners and other stakeholders will identify and make public recreational boating access a priority for repairs, replacement, accessibility, new site development, and diversity. Provide 20 group paddling opportunities, four community events, and hold two water trail design charettes.

USEFUL LIFE

The anticipated work has an anticipated useful life of 5 years.

20-YEAR GRANT HISTORY

Biennium	Scope	OSMB State & Federal Funds	All Match	Total Project Cost
21-23	Equitable Access	OSMB WAG - \$40,000.00	TRK Admin - \$11,000.00 TRK Force - \$13,000.00 Other Cash - \$9,000.00	\$73,000.00

BUDGET NARRATIVE

TRK is providing administration, equipment and funding. TRK has secured funding from Clean Water Services, Autzen Foundation, Kersten Creative and donations from TRK members.

Waterway Access Grant funds are very competitive, to maximize funds Staff recommended the pre-agreement items be converted to a current biennium Small Grant. This reduced the project by \$4,150. OSMB staff have reviewed the budget and believe it is reasonable for this section of the river in comparison to a consultant based public access and outreach campaign.

MATCH AND PARTNERS

Original Budget:

Source	Amount	Percentage
TRK – Administrative Match	\$ 12,000.00	14.2%
TRK – Force Match	\$ 12,000.00	14.2%
TRK – Cash Match	\$ 5,000.00	6%
Other – Cash Match	\$ 10,500.00	12.4%
OSMB Grant Funds	\$ 45,000.00	53.2%
<i>Match Total</i>	<i>\$ 39,500.00</i>	<i>46.8%</i>
<i>OSMB Total</i>	<i>\$ 45,000.00</i>	<i>53.2%</i>
<i>Grand Total</i>	<i>\$84,500.00</i>	<i>100%</i>

Modified Budget

Source	Amount	Percentage
TRK – Administrative Match	\$ 11,000.00	13.7%
TRK – Force Match	\$ 12,000.00	14.9%
TRK – Cash Match	\$ 5,000.00	6.2%
Other – Cash Match	\$ 10,500.00	13.1%
OSMB Grant Funds	\$ 41,850.00	52.1%
<i>Match Total</i>	<i>\$ 38,500.00</i>	<i>47.9%</i>
<i>OSMB Total</i>	<i>\$ 41,850.00</i>	<i>52.1%</i>
<i>Grand Total</i>	<i>\$80,350.00</i>	<i>100%</i>

FEES

TRK would not charge a fee for the educational events.

TIMELINE

July – October 2023 – On-Water Programs

May – October 2024 – On-Water Programs

December 2024 – TRWT paddling guide prepared for publishing. Comprehensive 10-year plan for future development of the TRWT complete.

STAFF RECOMMENDATION

Tualatin Riverkeepers is proposing a multi-faceted approach to equitable boating access. Staff supports this approach for community, grass-roots level engagement and diversity for equitable access. This effort will provide information and support to existing and future boating facility providers, community organizations and underserved communities.

Staff recommends the Board authorize Facility Grant 1683 in the amount of \$41,850.00 Waterway Access Grant funds to match \$38,500.00 of applicant match as identified in the budget. The total project cost is \$80,350.00.

PROJECT IDENTIFICATION

Applicant Name: City of Coquille
Applicant Contact: Mark Denning, Public Works Director
Project Name: Sturdivant Park Boat Ramp Replacement
Evaluation Score: 350

GEOGRAPHIC LOCATION

GPS Location: Latitude: 43.1747N; Longitude: - 124.1989W
Waterbody and mile: Coquille River, RM 25.5
Location: Coos County, City of Coquille



NEED

Sturdivant Park has a two-lane boat ramp, boarding docks, debris deflection boom, short-term tie-up and fishing dock, flush restroom, parking area, large day use and park host.

The City received complaints about a hole at the end of the boat ramp. They hired a company to complete underwater dive inspection. The video and report identified broken planks, plank separation and sand on the boat ramp. The boat ramp lanes are narrow and the boat ramp length is short and does not meet typical low water levels. The City is proposing to replace the boat ramp and piling. They will reinstall the boarding docks.

Nearby Facility	River mile-Location	Site Attributes
Riverton Ramp	RM 16	
Coos County Coquille Boat Ramp	RM 25	

SUPPORT AND USE

City of Coquille estimates 1,000 boaters use the facility yearly, with 50 boat-in camping nights.

2017 Triennial Survey Data	Use days – 23,861
----------------------------	-------------------

City of Coquille identified boating activities taking place on the Coquille River.
 Green=High use Yellow =Medium use Red=Low use

Month	Boating Activities						
	Fishing	Watersports (ski/wake)	Cruising	Sailing	Flat water paddling	White water paddling	Other
January	Red						
February	Red						
March	Red		Red				
April	Yellow		Red		Red		
May	Yellow		Red		Red		
June	Green	Red	Yellow	Red	Red		
July	Green	Red	Yellow	Red	Yellow		
August	Green	Red	Yellow	Red	Yellow		
September	Green	Red	Yellow	Red	Yellow		
October	Yellow		Red		Red		
November	Yellow						
December	Red						

Other: Historical tours

Month	Boating Use Monthly Totals Equals 100%											
	Open motor boat	Jet boat	Cabin Cruiser	Pontoon	Sail	PWC	Drift	SUP	Raft	Kayak	Canoe	Kite/sail board
Jan	85	10	5									
Feb	85	10	5									
March	85	10	5									
April	75	10	10				1			1	1	
May	70	10	10				2	1		2	1	1
June	69	8	10	1		1	2	2	1	3	2	1
July	69	8	10	1		1	2	2	1	3	2	1
Aug	69	8	10	1		1	2	2	1	3	2	1
Sept	73	8	10	1		1	2	2	1	1	1	
Oct	80	10	10				1	1		1	1	
Nov	85	10	5									
Dec	85	10	5									

Public comment: One public comment was received for this project.

Type of Support	Source of Support
ODFW	Letter
Coquille Watershed Association	Letter
Coquille Fire Department	Letter
Oregon Coast Visitors Association	Letter
Wild Rivers Coast Alliance	Letter
Coquille Police Dept.	Letter
Port of Bandon	Letter
Coos County	Letter
Coos County Sheriff Office	Letter
Coquille Indian Tribe	Letter
ODOT	Letter
STEP Program	Letter
Bruce Williams	Email/Public Comment

APPROACH

The City will follow their procurement rules to receive bids and select a contractor. OSMB staff engineers and the City will review and evaluate bids prior to award. The contractor will complete the project as designed by OSMB staff engineers, follow best management practices for working in-water, maintain compliance with permits and follow the Inadvertent Discovery Plan. The City and their consultant will provide onsite monitoring and inspection of the contractors work and OSMB staff will conduct periodic progress inspections and a final inspection.

EXPECTED RESULTS

A new boat ramp and piling will be installed improving boater safety and long-term usability of the access site.

OBJECTIVES

Replace failing boat launch and piling.

USEFUL LIFE

The anticipated work has an expected useful life of 30 years.

20-YEAR GRANT HISTORY

<i>Biennium</i>	<i>Scope</i>	<i>OSMB State & Federal Funds</i>	<i>All Match</i>	<i>Total Project Cost</i>
09-11	Asphalt Parking Overlay	OSMB - \$199,696.00	City - \$30,778.00	\$230,474.00
SG 1112	Short term tie-up repairs	OSMB - \$10,000.00	City - \$800.00	\$10,800.00
SG 1516	Replace Pile	OSMB - \$9,875.00	City - \$9,875.00	\$19,750.00
SG 1617	Restripe Parking	OSMB - \$2,850.00	City - \$0.00	\$2850.00

BUDGET NARRATIVE

The budget is developed utilizing statewide and regional unit pricing that OSMB staff have collected and maintained. The City increased their cash match by \$25,000

MATCH AND PARTNERS

Original Budget:

Source	Amount	Percentage
City – Administrative Match	\$ 46,501.00	8.7%
City – Cash Match	\$ 50,000.00	9.2%
OSMB Grant Funds	\$ 433,600.00	80.1%
<i>Match Total</i>	<i>\$ 96,501.00</i>	<i>17.8%</i>
<i>OSMB Total</i>	<i>\$ 443,600.00</i>	<i>80.2%</i>
<i>Grand Total</i>	<i>\$530,101.00</i>	<i>100%</i>

Modified Budget:

Source	Amount	Percentage
City – Administrative Match	\$ 46,501.00	8.7%
City – Cash Match	\$ 75,000.00	14.1%
OSMB Grant Funds	\$ 408,600.00	77.1%
<i>Match Total</i>	<i>\$121,501.00</i>	<i>22.9%</i>
<i>OSMB Total</i>	<i>\$ 408,600.00</i>	<i>77.1%</i>
<i>Grand Total</i>	<i>\$530,101.00</i>	<i>100%</i>

FEES

Boat-in Camping \$10/Night. The owner does not anticipate modifications to the user fees. City of Coquille currently receives \$12,000.00 in Maintenance Assistance Grant (MAG) funding for two years which they match with a minimum of \$8,000.00 in resources.

TIMELINE

August – December 2023 – OSMB prepares engineered plans for construction bid package
January – February 2024 – City Engineer completes construction bid package
March – April 2024 – construction bid and award period
May 2024 – City awards construction contract
July – September 2024 – Construction completed (in-water window)

STAFF RECOMMENDATION

The City has obtained all permits and is ready to complete the boat ramp and piling replacement. They increased their cash match to get closer to the 25% match target and will be using a consultant to help with construction management.

Staff recommends the Board authorize Facility Grant 1727 in the amount of \$408,600.00 Boating Facility Grant funds to match \$121,501.00 of applicant match as identified in the budget. The total project cost is \$530,101.00.

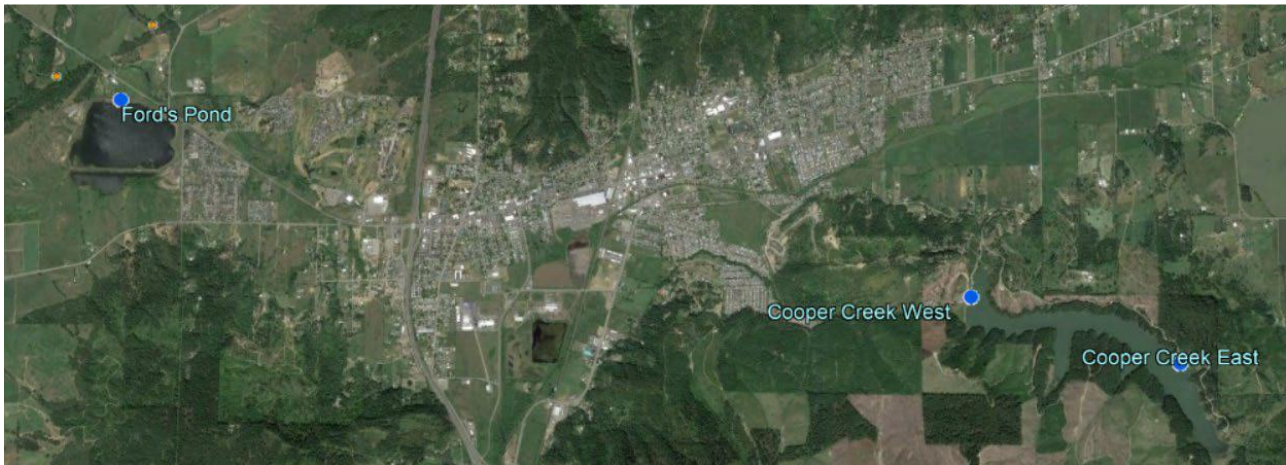
Item D: Grant No. 1724

PROJECT IDENTIFICATION

Applicant Name: City of Sutherlin
Applicant Contact: Kristi Gilbert, Community Development Supervisor
Project Name: Fords Pond Boating Facilities
Evaluation Score: 333

GEOGRAPHIC LOCATION

GPS Location: Latitude: 43.39N; Longitude: - 123.36W
Waterbody and mile: Ford's Pond
Location: From I-5 take Exit 136, go west on Hwy 138W for approximately 1.2 miles. South on Church Road. Continue approximately 400 yards to park on the right.



NEED



The City of Sutherlin acquired Ford's Pond in 2014 which started the process to plan and develop the property as a community park. A master plan was completed in 2017 and shortly after the completion the Friends of Ford's Pond contacted OSMB staff to schedule a meeting with the City to look at the pond and discuss small boating access development.

The former log pond would be suitable for small boats and nonmotorized boats. There is an electric motor and speed restriction of 5mph on the pond. Throughout the planning and public involvement processes small boat and angling access have been consistently identified as a need.

The city is proposing to install a boat ramp with dock, paved parking, and two stall vault toilet. This project would round out the three-phase master plan and meet the fishing and recreational need identified therein.

Nearby Facility	River mile-Location	Site Attributes
Cooper Creek Reservoir East and West	4.5 miles East	Ramp, parking, boarding docks, restrooms
Umpqua Landing	2.1 miles West	Boat ramp, toilet and parking

SUPPORT AND USE

City of Sutherlin estimates 500 launch/retrievals per year.

2017 Triennial Survey Data	Use days – Not Listed
----------------------------	-----------------------

City of Sutherlin identified boating activities taking place on Ford's Pond in Douglas County. Green=High use Yellow =Medium use Red=Low use

Month	Boating Activities						
	Fishing	Watersports (ski/wake)	Cruising	Sailing	Flat water paddling	White water paddling	Other
January	Red				Red		
February	Red				Red		
March	Red				Red		
April	Green				Yellow		
May	Green				Green		
June	Yellow				Green		
July	Yellow				Green		
August	Yellow				Green		
September	Yellow				Green		
October	Yellow				Yellow		
November	Red				Red		
December	Red				Red		

Other: Historical tours

Month	Boating Use Monthly Totals Equals 100%											
	Open motor boat	Jet boat	Cabin Cruiser	Pontoon	Sail	PWC	Drift	SUP	Raft	Kayak	Canoe	Kite/sail board
Jan							25		25	25	25	
Feb							25		25	25	25	
March							25		25	25	25	
April							25		25	25	25	
May							5		5	65	25	
June							5		5	65	25	
July							5		5	65	25	
Aug							5		5	65	25	
Sept							5		5	65	25	
Oct							5		5	65	25	
Nov							25		25	25	25	
Dec							25		25	25	25	

Public comment: One public comment was received for this project.

Type of Support	Source of Support
Dennis Hooper	Email/Public Comment
Blue Zones Project – Umpqua	Letter
Mark and Nancy Anderson	Letter
Sutherlin School District – Superintendent Terry Prestianni	Letter
Umpqua Valley Audubon Society	Letter
Friends of Ford's Pond	Letter

APPROACH

City of Sutherlin will follow their procurement practices to receive bids and select a contractor. The contractor will complete the project as designed by OSMB staff engineers, follow best management practices for working in-water and maintain compliance with environmental regulatory agency permits. The City will provide equipment and force account labor to offset some of the costs of the project. The City will monitor and inspect the contractors work and OSMB staff will conduct periodic progress inspections and a final inspection.

EXPECTED RESULTS

To create improved boating access for nonmotorized and electric powered boats.

OBJECTIVES

Install single lane boat ramp, gravel parking with asphalt ADA pad, and vault toilet.

USEFUL LIFE

The boating facility improvements have an anticipated useful life of 30 years based on the documented useful life of similar construction in Oregon.

20-YEAR GRANT HISTORY

<i>Biennium</i>	<i>Scope</i>	<i>OSMB State & Federal Funds</i>	<i>All Match</i>	<i>Total Project Cost</i>
	No Active Grants			

BUDGET NARRATIVE

The budget is developed utilizing statewide and regional unit pricing that OSMB staff have collected and maintained. City of Sutherlin has identified a prorated amount for work previously completed including wetland delineation, master plan and trail at the top of bank through the proposed boating facility as preagreement expenses.

In addition, the City has identified permit fees, administrative expenses, and labor and equipment to construct a temporary parking area. The City cash match is only for construction management completed by a consultant.

MATCH AND PARTNERS

Source	Amount	Percentage
City-Administrative Match	\$ 35,842.78	4.9%
Other – Administrative Match	\$ 2,997.25	0.4%
City – Force Match	\$ 52,571.00	7.1%
City – Cash Match	\$ 56,455.22	7.6%
OSMB Grant Funds	\$591,465.00	80%
<i>Match Total</i>	<i>\$147,869.25</i>	<i>20%</i>
<i>OSMB Total</i>	<i>\$591,465.00</i>	<i>80%</i>
<i>Grand Total</i>	<i>\$739,334.25</i>	<i>100%</i>

FEES

City of Sutherlin currently charges no fees.

TIMELINE

Not applicable

STAFF RECOMMENDATION

Ford’s Pond is a small pond that has warmwater fishing, bird watching, nature viewing and trail that has been partially improved with grants from State Parks. The proposed boating facility development is small and will serve nonmotorized and electric motor boating use. The facility will

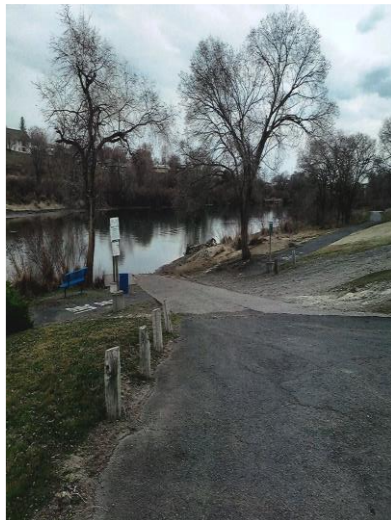
also attract use as a trailhead and rest area. The City has previously applied for grant funds and staff have recommended they increase their cash match to be more competitive. Competition for Waterway Access Grant funding is high. The City will need to increase their funding and find additional funding sources to be more competitive. Staff recommends the City work to secure at minimum of 50% matching funds.

PROJECT IDENTIFICATION

Applicant Name: City of Umatilla
Applicant Contact: Chris Waite, Parks and Recreation Manager
Project Name: Nugent Park Boat Facility Improvements
Evaluation Score: 328

GEOGRAPHIC LOCATION

GPS Location: Latitude:45.915450N; Longitude: - 119.347270
Waterbody and mile: Umatilla River, River Mile 1
Location: From I-82, Take Exit 1. Turn west on US-730, travel 1.3 miles, turn left onto D Street. Travel 446 ft. Nugent Park is located between 7th and 8th Street.



NEED

Nugent Park is a multi-use park and currently includes a single lane boat launch, playground equipment, restrooms, trails, gazebo, lawn, baseball field and a closed fishing pier. The facilities were constructed between 1961 and 1984. Previously there were boarding docks but the last record Facilities staff have of the docks was from photos in 1992.

The boating access is used by anglers in small motorized boats boating about one mile of the river between the confluence with the Columbia River and a narrow rocky area with rapids. The site is also used by nonmotorized boaters.

In 2020 there was major flooding damage at the park and throughout the County. The flooding damaged the boat ramp, fishing pier and pedestrian bridge. The boat ramp is an approved FEMA project and will be covering 90% of those eligible items. The City would like to add boarding docks, improve the staging area by the boat ramp, expand parking in the upper area and add lighting. Proposed future improvements include sanitation and nonmotorized boating access facilities.

During the creation of the City’s Parks Master Plan in 2021, the public identified a focus on expanding river access, teaching water safety, enabling safer kayaking, and prioritizing water access for all its community members. This, along with the continuing population growth, the City anticipates increased use and demand for the Nugent Park boating access facilities and river access in general.



<i>Nearby Facility</i>	<i>River mile-Location</i>	<i>Site Attributes</i>
McNary Dam, Oregon Ramp	River mile 292 East (Columba River)	1-lane boat ramp, vault toilet, 21 boat trailer parking stalls
Umatilla Marina	River mile 290 North (Columbia River)	Boat ramp, docks, marina slips, parking, marine fuel station, pumpout and dump station, restroom
Umatilla Fish Hatchery Put-in	River mile 5 South (Umatilla River)	Gravel ramp and parking
Irrigon Marina	River Mile 282 (Columbia River)	2-lane boat ramp, boarding and short-term tie-up docks, flush toilet, 28 boat trailer and 6 single car parking stalls, overflow parking

SUPPORT AND USE

City of Umatilla estimates 385 boaters use Nugent Park boat ramp

2017 Triennial Survey Data	Use days 592 Umatilla River
----------------------------	-----------------------------

City of Umatilla identified boating activities taking place on the Umatilla River in Umatilla County. Green=High use Yellow =Medium use Red=Low use

Month	Boating Activities						
	Fishing	Watersports (ski/wake)	Cruising	Sailing	Flat water paddling	White water paddling	Other
January	Red		Red				
February	Red		Red				
March	Yellow		Red		Red		
April	Yellow		Red		Red		
May	Green		Red		Yellow		
June	Green		Red		Yellow		
July	Green		Red		Yellow		
August	Green		Red		Yellow		
September	Yellow		Red		Yellow		
October	Yellow		Red		Red		
November	Red		Red		Red		
December	Red		Red				

Other: Historical tours

Month	Boating Use Monthly Totals Equals 100%											
	Open motor boat	Jet boat	Cabin Cruiser	Pontoon	Sail	PWC	Drift	SUP	Raft	Kayak	Canoe	Kite/sail board
Jan	100											
Feb	100											
March	90							5		5		
April	90							5		5		
May	90							5		5		
June	80			5	1		2	4	2	5	1	
July	80			5	1		2	4	2	5	1	
Aug	80			5	1		2	4	2	5	1	
Sept	90							5		5		
Oct	90							5		5		
Nov	100											
Dec	100											

Public comment: No comments were received from the public for this project.

Type of Support	Source of Support
Port of Umatilla	Letter
Mark Ribich (Retired Pres. Umatilla Chamber of Commerce)	Letter
Umatilla Chamber of Commerce	Letter

Umatilla Sheriff's Office	Letter
Umatilla Parks and Recreation	Letter

APPROACH

The City has hired a consultant to complete the design and receive permit approvals. The City will provide design concepts for Facilities Program staff to review and provide comments.

EXPECTED RESULTS

Improved boat launch and parking to meet current and future boater needs.

OBJECTIVES

Replace the boat ramp, add boarding docks, expand boat trailer and single car parking, improve the staging area and add lighting.

USEFUL LIFE

The boating facility improvements have an anticipated useful life of 30 years based on the documented useful life of similar construction in Oregon.

20-YEAR GRANT HISTORY

There have been no OSMB funded grants at this location within the last twenty years.

BUDGET NARRATIVE

The City has hired an engineering consultant to complete design, engineering and permitting. The construction estimate for this project seems reasonable.

MATCH AND PARTNERS

Original Budget:

Source	Amount	Percentage
City-Administrative pre-agreement match	\$344,600.00	8.8%
City-Cash match	\$770,819.55	19.8%
Other-FEMA Cash match	\$687,721.07	17.6%
OSMB Grant Funds	\$2,083,218.30	53.8%
<i>Match Total</i>	<i>\$1,803,140.50</i>	<i>46.2%</i>
<i>OSMB Total</i>	<i>\$2,083,218.30</i>	<i>53.8%</i>
<i>Grand Total</i>	<i>\$3,886,358.80</i>	<i>100%</i>

Revised Budget:

Source	Amount	Percentage
City Administration-FEMA Indirect Rate	\$76,413.00	4.3%
City-Cash match	\$569,057.75	32.1%
Other-FEMA Cash match	\$662,190.85	37.3%
OSMB Boating Facility Grant Funds	\$415,828.20	23.5%

OSMB Waterway Access Grant Funds	\$50,000.00	2.8%
<i>Match Total</i>	<i>\$1,307,661.60</i>	<i>73.7%</i>
<i>OSMB Total</i>	<i>\$465,828.20</i>	<i>26.3%</i>
<i>Grand Total</i>	<i>\$1,773,489.80</i>	<i>100%</i>

FEES

City of Umatilla currently does not charge a fee at the Nugent Park boat ramp. The owner does not anticipate modifications to the user fees. City of Umatilla currently receives \$6,900.00 in Maintenance Assistance Grant (MAG) funding which they match with a minimum of \$4,600.00 in resources.

TIMELINE

- March 2023 – January 2024 – Design and Permitting
- February 2024 – Advertise for Bids
- March 2024 – Open Bidding
- April 2024 – Awards Bids
- May 2024 – December 2024 – Construction
- January 2025 – March 2025 – Closeout

STAFF RECOMMENDATION

Nugent Park provides access for small boats and paddlecraft to use approximately one mile of river for angling and paddling. Staff is very concerned that permits can be issued by January 2024 in order to successfully complete the project.

The fishing pier/dock has been closed since the 2020 flood. Because angling is the most popular activity, staff is concerned that the boarding docks will become extremely attractive for people to fish from and would create conflict and misuse of the boarding docks.

Staff is recommending the grant approval be conditioned upon the City replacing the fishing dock by June 30, 2025 and that permit approvals are received by January 2024. This timeline allows OSMB to utilize the funds on another project within the biennium. Staff further recommends \$415,828.20 in Boating Facility Grant funds, \$50,000.00 in Waterway Access Grant funds to match \$1,307,661.60 of applicant match as identified in the modified budget.

PROJECT IDENTIFICATION

Applicant Name: USFS – Siuslaw National Forest – Central Coast Ranger District
Applicant Contact: Matthew Ramich, Recreation Program Manager
Project Name: Sutton Boat Ramp Replacement
Evaluation Score: 323

GEOGRAPHIC LOCATION

GPS Location: Latitude: 44.053884N; Longitude: - 124.097228W
Waterbody and mile: Sutton Lake
Location: The Sutton Boat Ramp is 5.6 miles north of the Highway 126 and Highway 101 intersection in Florence, OR. The ramp is on the east side of Highway 101.



NEED

The Sutton Boat Ramp recreation site and associated boat launch are very popular for angling and flatwater paddling. The boat ramp closed in May 2021 because of a large hole at the end of the boat ramp and reports of trailer damage. The Forest worked with OSMB on a temporary, short-term fix to reopen the boat ramp while design and permitting for the replacement was pursued.

This is the only public access on this popular coastal lake and it is important to preserve this limited access site. The Forest has applied for permits and Facilities staff will complete the final design once permits are received. The project also includes replacement of the boarding docks.



Nearby Facility	River mile-Location	Site Attributes
No other public launch sites on this lake.		
Mercer Lake Resort	Mercer Lake, 1 Mile – West	Trailer boat launch, restrooms, showers cabins, RV park, swim area, fish house
Alder Dune Campground	Dune Lake, 1 Mile – North	Hand carry boat launch

SUPPORT AND USE

USFS estimates 1,196 launch/retrievals per year.

2017 Triennial Survey Data	Use days – 192
----------------------------	----------------

USFS identified boating activities taking place on Sutton Lake in Lane County. Green=High use Yellow =Medium use Red=Low use

Month	Boating Activities						
	Fishing	Watersports (ski/wake)	Cruising	Sailing	Flat water paddling	White water paddling	Other
January	Red				Red		
February	Red				Red		
March	Red				Yellow		
April	Green				Yellow		
May	Green	Red			Yellow		
June	Green	Red			Green		
July	Red	Red			Green		
August	Red	Red			Green		
September	Red	Red			Yellow		
October	Red				Yellow		
November	Red				Red		
December	Red				Red		

Other: Historical tours

Month	Boating Use Monthly Totals Equals 100%											
	Open motor boat	Jet boat	Cabin Cruiser	Pontoon	Sail	PWC	Drift	SUP	Raft	Kayak	Canoe	Kite/sail board
Jan	10							20		35	35	
Feb	10							20		35	35	
March	10							20		35	35	
April	10							20		35	35	
May	15					15		25		20	25	
June	15					15		25		20	25	
July	15					15		25		20	25	
Aug	15					15		25		20	25	
Sept	15					15		25		20	25	
Oct	10							20		35	35	
Nov	10							20		35	35	
Dec	10							20		35	35	

Public comment: No public comments were received for this project.

Type of Support	Source of Support
Mark Raney	Email
Craig Roberts	Email
Ken and Sandy Ramsey	Email

APPROACH

The Forest will follow their procurement practices to receive bids and select a contractor. The contractor will complete the project as designed by OSMB staff engineers, follow best management practices for working in-water and maintain compliance with environmental regulatory agency permits. The Forest will monitor and inspect the contractors work and OSMB staff will conduct periodic progress inspections and a final inspection.

EXPECTED RESULTS

Improved launching and retrieval of recreational boats.

OBJECTIVES

Replace the boat ramp and boarding docks

USEFUL LIFE

The boating facility improvements have an anticipated useful life of 30 years based on the documented useful life of similar construction in Oregon.

20-YEAR GRANT HISTORY

<i>Biennium</i>	<i>Scope</i>	<i>OSMB State & Federal Funds</i>	<i>All Match</i>	<i>Total Project Cost</i>
	No Active Grants			

BUDGET NARRATIVE

The budget is developed utilizing statewide and regional unit pricing that OSMB staff have collected and maintained.

MATCH AND PARTNERS

<i>Source</i>	<i>Amount</i>	<i>Percentage</i>
USFS – Administrative Match	\$ 10,098.07	2%
USFS – Cash Match	\$ 139,734.07	23%
OSMB Grant Funds	\$ 449,496.43	75%
<i>Match Total</i>	<i>\$149,832.14</i>	<i>25%</i>
<i>OSMB Total</i>	<i>\$449,496.43</i>	<i>75%</i>
<i>Grand Total</i>	<i>\$599,328.57</i>	<i>100%</i>

FEES

USFS charges \$5/day for parking.

TIMELINE

- July – December 2023 – Finalize construction documents/design plans, receive approval on construction documents/design plans from USFS and OSMB staff.
- January – March 2024 – Put project out for bid, prepare site closure documents
- April – May 2024 – Sign posted, alert public to site closures, provide an estimated project timeline, purchase materials, site preparation
- July – September 2024 – In water work period, implementation

STAFF RECOMMENDATION

The Forest has submitted both state and federal permit applications. Staff recommends the grant approval be conditions upon the Forest receiving permit approvals by January 2024. This timeline allows OSMB to utilize the funds on another project within the biennium. Staff further recommends \$449,496.43 in Boating Facility Grant funds to match \$149,832.14 of applicant match as identified in the budget.

PROJECT IDENTIFICATION

Applicant Name: Port of Columbia County
Applicant Contact: Miriam House, Operations Manager
Project Name: Scappoose Bay Marina Dredging Project
Evaluation Score: 318

GEOGRAPHIC LOCATION

GPS Location: Latitude: 45.494023N; Longitude: - 122.501608W
Waterbody and mile: Scappoose Bay, on the Columbia River, River Mile 85
Location: Take Highway 30 North from Portland approximately 35 miles, turn right on Benet Road, turn left on Old Portland Road, and continue NE approximately ½ mile; Marine Park is on your right.

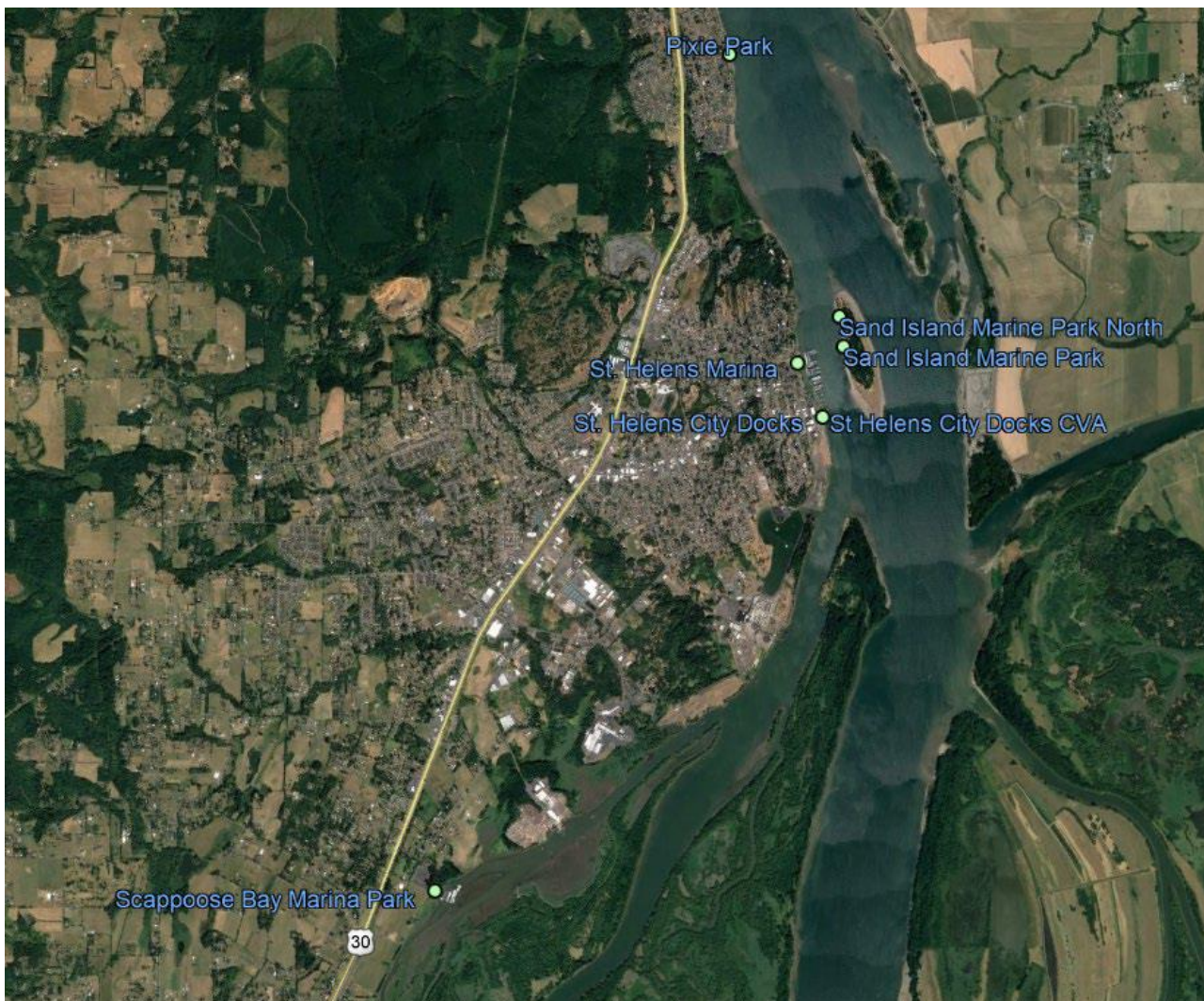


NEED

Scappoose Bay Marine Park is a very popular location for angling, cruising, sailing and flatwater paddling. The facility amenities include a three-lane launch ramp, flush restroom, boarding docks, short term tie-up docks, asphalt parking, day use area campground, boat houses, floating homes, paddling center, nonmotorized launch dock., pumpout and dump station.

Boaters have difficulty entering the marina facility during low water months of the year. The proposed expanded nonmotorized launch area has never been dredged and is very shallow. Nonmotorized boats do not require a lot of water to float, however the accessible gangway system and docks require additional water depth to properly function. The Port has determined that 77,000 cubic yards of sediment must be removed. The basin was last dredged in 2016. Sediment flow creates a steady accumulation and the shallower depths have become a noticeable problem.

Scappoose Bay can see upwards of 2,000 visitors per weekend, of which nearly 45% access the water via nonmotorized boats. This location serves as a launch point for motorized and nonmotorized boaters providing access to 85,000 acres of scenic wetlands, streams, and side channels and easy access to the Columbia River and Multnomah Channel.



Nearby Facility	River mile-Location	Site Attributes
St. Helens Marina – Private	River mile 86 NE	Marina, small boat ramp
Sand Island Marine Park	River Mile 86 NE	Short term tie-ups, composting toilets
Courthouse Docks, City of St. Helens	River Mile 87 NE	Short term tie-up, flush restroom, parking, pumpout/dump station

SUPPORT AND USE

Port of Columbia County estimates 38,170 boaters use Scappoose Bay Marina boat ramp and 305 moorage nights per year.

2017 Triennial Survey Data	Use days 18,614 in Scappoose Bay
----------------------------	----------------------------------

Port of Columbia identified boating activities taking place on the Umatilla River in Umatilla County. Green=High use Yellow =Medium use Red=Low use

Month	Boating Activities						
	Fishing	Watersports (ski/wake)	Cruising	Sailing	Flat water paddling	White water paddling	Other
January	Red						
February	Red				Red		
March	Green				Yellow		
April	Green		Red	Red	Yellow		
May	Yellow		Yellow	Yellow	Green		
June	Red		Green	Green	Green		
July	Red		Green	Green	Green		
August	Yellow		Green	Green	Green		
September	Green		Yellow	Yellow	Green		
October	Yellow		Red	Red	Yellow		
November	Yellow				Red		
December	Red						

Other: Historical tours

Month	Boating Use Monthly Totals Equals 100%											
	Open motor boat	Jet boat	Cabin Cruiser	Pontoon	Sail	PWC	Drift	SUP	Raft	Kayak	Canoe	Kite/sail board
Jan	65	10	15		10							
Feb	60	10	15		10					5		
March	50	15	10		10					15		
April	40	15	10		10					25		
May	35	10	10		10					35		
June	30	5	10	1	10	1		4		35	4	
July	30	5	10	1	10	1		4		35	4	
Aug	30	5	10	1	10	1		4		35	4	
Sept	35	10	10		10					30		
Oct	50	15	10		10					15		
Nov	55	15	15		10					5		
Dec	60	15	15		10							

Public comment: One public comment was received for this project.

Type of Support	Source of Support
Bill Mansheim	Email/Public Comment
Scappoose Bay Watershed Council	Letter
Scappoose Bay Advisory Council	Letter
Lower Columbia Estuary Partnership	Letter

APPROACH

The Port will follow their procurement rules to receive bids and select a contractor. The contractor will complete the project as specified by the Port, follow best management practices for working in-water, maintain compliance with permits and follow the Inadvertent Discovery Plan.

EXPECTED RESULTS

Safe launching and retrieval, entry and exit into the marina for recreational boats and increase depths for future nonmotorized boating improvements.

OBJECTIVES

To dredge approximately 77,000 cubic yards of sediment.

USEFUL LIFE

The Port dredged the basin approximately seven years ago and 20 years prior to that time. The changes in water elevation during low water years has increased the need to dredge more frequently. Staff estimates the frequency of dredging will be 7 to 10 years.

20-YEAR GRANT HISTORY

<i>Biennium</i>	<i>Scope</i>	<i>OSMB State & Federal Funds</i>	<i>All Match</i>	<i>Total Project Cost</i>
11-13	Repair dock and short-term tie-up	\$24,000.00 - BFG	\$22,946.69-Port	\$46,767.36
13-15	Expand short-term tie-up	\$14,280.00 - BFG	\$48,420.00-Port	\$62,700.00
13-15	Add Security Cameras	\$1,338.75 – BFG \$446.25 – CVA	\$3027.70-Port	\$4,812.70
15-17	Dredge Boat Basin	\$24,911.00 – OSMB	\$150,000.00 – SFR \$319,679.06-Port	\$494,590.06
21-23	Consult/Permit for Upland Modification	\$87,500.00 – BFG \$87,500.00 – WAG	\$175,000.00 – Port	\$350,000.00

BUDGET NARRATIVE

The budget was developed based on a verbal quote from the contractor who previously dredged the area. The cost to mobilize equipment is significant.

MATCH AND PARTNERS

Original Budget:

<i>Source</i>	<i>Amount</i>	<i>Percentage</i>
Port-Cash match	\$970,000.00	50%
OSMB Grant Funds	\$970,000.00	50%
<i>Match Total</i>	<i>\$970,000.00</i>	<i>50%</i>
<i>OSMB Total</i>	<i>\$970,000.00,</i>	<i>50%</i>
<i>Grand Total</i>	<i>\$1,900,000.00</i>	<i>100%</i>

Modified Budget

<i>Source</i>	<i>Amount</i>	<i>Percentage</i>
Port-Cash match	\$1,455,000.00	75%
OSMB Boating Facility Grant Funds	\$485,000.00	25%
<i>Match Total</i>	<i>\$1,455,000.00</i>	<i>75%</i>
<i>OSMB Total</i>	<i>\$485,000.00,</i>	<i>25%</i>
<i>Grand Total</i>	<i>\$1,940,000.00</i>	<i>100%</i>

FEES

Port of Columbia County currently charges \$5.00/launch, \$3.00/day, \$13/boat in camping. Port of Columbia County currently receives \$4,400.00 in Maintenance Assistance Grant (MAG) funding and \$3,150.00 federal Clean Vessel Act funds for two years. They provide a minimum match of \$3,983.00 in resources.

TIMELINE

April 2023 – Complete sampling and sediment characterization

April – May 2023 – Further designs to 60%, evaluate dredge methods, evaluate sediment disposal site (upland or in-water) based on sampling results, modify permitting/submittal, create dredge work plan

May – July 2023 – Permit modification approvals, bring designs to 90% and complete dredge plan

August – September 2023 – contract with dredge company for work, complete plans to 100%

October 2023 – Complete dredge work

If permit modification approval is delayed the Port would complete the work in the 2024 in-water work window.

STAFF RECOMMENDATION

The Port has secured permits and has requested modification of their permits for time and disposal method. It is reasonable for the modification to be approved within 60 days. This project is proposing to dredge to a depth of -3.7 NAVD88 which would provide 7.7 feet water depth. This is the average late summer low water levels over the last three years. The dredging benefits boat ramp users, marina slip tenants, floating home and boat house tenants as well as the proposed nonmotorized boating access infrastructure.

The bathymetric drawings identified the areas in need of dredging the most were in the marina and around the floating homes and boat houses which are not eligible for grant funds. The common fairway from the entrance to the boat ramp and channel are eligible for grant funds. The proposed nonmotorized boating infrastructure area also needs to be dredged and a portion of that also benefits the marina and floating homes and boat houses.

A portion of the dredging costs are eligible for motorized Boating Facility Grant funds and a portion for nonmotorized Waterway Access Grant funds. Competition for Waterway Access Grant funding is high. No additional Waterway Access Grant funds are available.

Staff recommends the Board authorize Facility Grant 1722 in the amount of 485,000.00 Boating Facility Grant funds and challenge the Port to increase their match by \$485,000.00 for a combined match of \$1,455,000.00 as identified in the modified budget. The total project cost is \$1,940,000.00.

Item E: Executive Session ORS 192.660(2)(i)

01. The Board will meet in executive session pursuant to ORS 192.660(2)(i) for the agency Director's annual review.

Item F: Board Chair Election & Vice Chair Appointment

01. Election of Board Officers for July 2023 – June 2024

<u>Board Member</u>	<u>Term Ends</u>
Laura Jackson	June 2023 (end of first term)
Colleen Moran	June 2023 (end of first term)
Craig Withee	June 2025 (end of second term)
Jorge Guzman	June 2025 (end of first term)
Val Early	June 2020 (end of second term)

02. Nomination and vote

Item G: Board Meeting Timelines

01. Staff will be working off the following timelines for future Board Meeting topics. The Board may direct staff at any time to change the timeline or topic.

October 2023	Procurement
October 2023	Budget
April 2024	Grants
October 2024	Grants